COUNTY OF SAN LUIS OBISPO
MITIGATED NEGATIVE DECLARATION & NOTICE OF DETERMINATION

ENVIRONMENTAL DETERMINATION NO. ED10-178 **DATE: October 27, 2011**

PROJECT/ENTITLEMENT: Public Works – Templeton Circulation Study, 245R12C124

APPLICANT NAME: County of San Luis Obispo, Department of Public Works
ADDRESS: County Government Center, Room 207
San Luis Obispo, CA 93408

CONTACT PERSON: Eric Wier, Environmental Resources Division **Telephone:** (805) 788-2766

PROPOSED USES/INTENT: The Department of Public Works will update the Templeton Circulation Study. The update will review the ongoing road improvement fee program, including the level of fees charged to new development, and suggested improvements. The focus of the Circulation Study is to identify and correct capacity deficiencies related to new development. Road impact fee monies can only be applied to projects that correct capacity deficiencies.

LOCATION: The Templeton Road Fee Area is in the community of Templeton, in the Salinas River, El Pomar and Adelaida planning areas. However the current projects within the fee area are only within the Salinas River and Adelaida planning areas. All but one of the projects are within the Urban Reserve Line of the Templeton Area and within or adjacent to the Commercial Retail, Commercial Service, Office Professional, Open Space, Agriculture, Public Facilities, Recreation, Residential Multi-Family, Residential Single Family, Residential Rural and Residential Suburban land use categories in the Salinas River and Adelaida planning areas, First Supervisorial district.

LEAD AGENCY: County of San Luis Obispo
Department of Planning & Building
County Government Center, Room 310
San Luis Obispo, CA 93408

OTHER POTENTIAL PERMITTING AGENCIES: None

ADDITIONAL INFORMATION: Additional information pertaining to this environmental determination may be obtained by contacting the above Lead Agency address or (805) 781-5600.

COUNTY "REQUEST FOR REVIEW" PERIOD ENDS AT .....4:30 p.m. on November 10, 2011
(Circle one) 20-DAY 30-DAY PUBLIC REVIEW PERIOD begins at the time of notice publication

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Notice of Determination **State Clearinghouse No. _____**

This is to advise that the San Luis Obispo County_____as ☐ *Lead Agency* ☐ *Responsible Agency* approved/denied the above described project on _____, and has made the following determinations regarding the above described project:

The project will not have a significant effect on the environment. A Negative Declaration was prepared for this project pursuant to the provisions of CEQA. Mitigation measures were made a condition of the approval of the project. A Statement of Overriding Considerations was not adopted for this project. Findings were made pursuant to the provisions of CEQA.

This is to certify that the Negative Declaration with comments and responses and record of project approval is available to the General Public at:

Department of Planning and Building, County of San Luis Obispo,
County Government Center, Room 310, San Luis Obispo, CA 93408-2040

County of San Luis Obispo

Signature **Title** **Date** **Public Agency**

TEMPLETON CIRCULATION STUDY

ED10-178 (245R12C124)

MITIGATED NEGATIVE DECLARATION, NOTICE OF DETERMINATION, & INITIAL STUDY

October 27, 2011

COUNTY OF SAN LUIS OBISPO
DEPARTMENT OF PLANNING AND BUILDING
ENVIRONMENTAL & RESOURCE MANAGEMENT DIVISION

County File Number: ED10-178 (245R12C124) SCH Number: _____

COUNTY DEPARTMENT OF PUBLIC WORKS
TEMPLETON CIRCULATION STUDY
COUNTY OF SAN LUIS OBISPO
MITIGATED NEGATIVE DECLARATION & INITIAL STUDY

Abstract

The County of San Luis Obispo, Department of Public Works proposes to update the Templeton Circulation Study. The fee area encompasses areas with the Salinas River, Adelaida and El Pomar Planning areas. All but one of the projects are within the Urban Reserve Line of the community of Templeton. The projects are within a variety of land use categories in the Salinas River and Adelaida planning areas, First Supervisorial district.

Comments on this document should be sent to Eric Wier, County Department of Public Works, County Government Center, San Luis Obispo, CA 93408.

The following persons may be contacted for additional information concerning this document:

Eric Wier, Environmental Programs Division
or
Ryan Chapman, P.E., Project Manager
County Department of Public Works
County Government Center, Room 207
San Luis Obispo, CA 93408
(805) 781-5252

This proposed Mitigated Negative Declaration has been issued by:

10·18·2011 Ellen Carroll
Date Ellen Carroll, Environmental Coordinator
County of San Luis Obispo

The project proponent, who agrees to implement the mitigation measures for the project, is:

10/20/11 for Dave Flynn
Date Paavo Ogren, Director of Public Works
County of San Luis Obispo

Initial Study Summary – Environmental Checklist

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING
976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

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Project Title & No. County Public Works - Templeton Circulation Study; (245R12C124) **ED10-178**

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The proposed project could have a "Potentially Significant Impact" for at least one of the environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further study.

☒ Aesthetics	☒ Geology and Soils	☐ Recreation
☒ Agricultural Resources	☒ Hazards/Hazardous Materials	☐ Transportation/Circulation
☒ Air Quality	☒ Noise	☐ Wastewater
☒ Biological Resources	☐ Population/Housing	☒ Water
☒ Cultural Resources	☐ Public Services/Utilities	☐ Land Use

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the Environmental Coordinator finds that:

☐ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Kelly Sypolt — Kelly Sypolt — 10/18/11
Prepared by (Print) — Signature — Date

Ellen Carroll, Environmental Coordinator
Reviewed by (Print) — Signature — (for) — Date 10/18/11

Project Environmental Analysis

The County's environmental review process incorporates all of the requirements for completing the Initial Study as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Initial Study includes staff's on-site inspection of the project site and surroundings and a detailed review of the information in the file for the project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geologic information, significant vegetation and/or wildlife resources, water availability, wastewater disposal services, existing land uses and surrounding land use categories and other information relevant to the environmental review process are evaluated for each project. Exhibit A includes the references used, as well as the agencies or groups that were contacted as a part of the Initial Study. The Environmental Division uses the checklist to summarize the results of the research accomplished during the initial environmental review of the project.

Persons, agencies or organizations interested in obtaining more information regarding the environmental review process for a project should contact the County of San Luis Obispo Environmental Division, Rm. 200, County Government Center, San Luis Obispo, CA, 93408-2040 or call (805) 781-5600.

A. PROJECT

DESCRIPTION: A request by the Department of Public Works to update the Templeton Circulation Study. The update includes review of the ongoing road improvement fee program, including the level of fees charged to new development, and suggested improvements. In accordance with the Mitigation Fee Act (Government Code 66000 et seq.), public agencies may exact fees from development projects for the purpose of defraying all or a portion of the cost of public facilities related to the development project. The Templeton Road Fee Area is approximately bound to the west by Santa Rosa Creek Road/Old Creek Road, to the east by Cripple Creek Road, to the north by Creston Road/Peachy Canyon Road and to the south by the Atascadero City Boundary/Hwy 41/Santa Rita Road. The Templeton Road Fee Area includes the community of Templeton, as well as portions of rural surrounding area to the east and west of the community. The Templeton Road Fee Area includes portions of the Salinas River, Adelaida and El Pomar planning areas (attached figure).

Background

Circulation Studies

Traffic circulation studies address the need for capacity related transportation improvements necessary to offset cumulative traffic impacts on community infrastructure that result from new development. Circulation studies identify needed improvements and include the costs and potential funding mechanisms for these improvements, resulting in “road improvement fees” that are assessed against new development.

In accordance with the Mitigation Fee Act (Government Code Section 66000 et seq.), public agencies may exact fees from development projects for the purpose of defraying all or a portion of the cost of public facilities related to development. The County of San Luis Obispo levies these “road impact fees” in several unincorporated communities. The County adopts capital improvement plans in these communities, which indicate the approximate location, size, time of availability, and cost estimates for all facilities or improvements to be financed with the road impact fees. The capital improvement plans are adopted and annually updated by a resolution of the Board of Supervisors.

The focus of the Circulation Study is to identify and correct capacity deficiencies related to new development, as they are the only projects that road impact fee monies can be applied to (per Government Code Section 66000). Other projects related to safety, bicycle, pedestrian, public transportation facilities and existing roadway geometric deficiencies must be funded by other sources.

These improvements paid for by the fees are intended to mitigate for cumulative areawide development.

As road impact fee projects are developed the roadways will be developed to the current standard, incorporating bike paths as well as pedestrian paths where they are required by the governing plans. This environmental document addresses only improvements identified in the Circulation Study to be wholly or partially funded by "road impact fees," and not those improvements related to safety, bicycle, pedestrian, public transportation facilities, and existing roadway geometric deficiencies.

The County of San Luis Obispo has not previously subjected circulation studies to the CEQA process. However, recent case law suggests that CEQA review is necessary. In *California Native Plant Society v. County of El Dorado* [(*2009*) *170 Cal.App.4th 1026*], the court ruled that although a comprehensive program funded by impact fees may be a sound strategy for addressing impacts, the absence of any environmental review for the adoption of the fee program meant that reviews of individual projects triggering the fee could not presumptively assume that payment of the fee constitutes full mitigation for the potential impact and CEQA review must take place at the time of the circulation study update.

County General Plan
The County's General Plan is composed of several parts, or elements, including the Land Use Element and the *Circulation Element*. The County is segregated into 13 *planning areas*. Each of the communities for which circulation studies have been prepared is within one of these planning areas. The land use within each planning area is governed by its *area plan* and the land use ordinance, which are components of the County's General Plan. The Circulation chapters of the area plans contain recommended objectives and projects. Circulation Maps in the area plans show existing and proposed collector and arterial streets. The circulation element describes transportation management programs, major features of the circulation system, and alternative modes of travel to the private automobile. System improvements and programs are recommended to implement the circulation needs of the Land Use Element. The circulation element identifies major improvements as the land uses envisioned by the area plan develop along with growth within the communities and the surrounding area.

The Resource Management System (RMS), through the Annual Resource Summary Report, identifies the necessary timetables for making road improvements with timely funding decisions. Funding decisions for road improvements consider the feasible use of county general funds, state and federal grants and funding sources, and development fees. The RMS focuses on collecting data in order to avoid and correct resource deficiencies with regard to five essential resources: water supply, sewage disposal, schools, roads, and air quality. This information is compiled in an Annual Resource Summary Report (ASR) that guides decisions about balancing development with the resources necessary to sustain such development. It focuses on collecting data, identifying resource problems, and recommending solutions.

CEQA Analysis of General Plan – Salinas River, Adelaida, and El Pomar Area Plans
The Templeton Road Fee Area includes portions of the Salinas River, Adelaida and El Pomar planning areas. Although all three of these planning areas contribute to the traffic at the capital improvement project locations, all but one of the projects occurs within the urban area of the Salinas River Planning area, with one traffic signal project within the Adelaida Planning Area. The Final Environmental Impact Report for the Salinas River Area Plan was prepared in June 1993, and approved in January 1996. The Final Environmental Impact Report for the Adelaida Planning Area was approved in January 2003. The Final EIRs for these area plan updates identify existing traffic and capacities for major roads in these planning areas. The Final EIRs did not attempt to evaluate the environmental impacts of future transportation improvements in any detail.

This environmental document addresses environmental effects of the identified capital projects for the Templeton area at a level of detail commensurate with the current level of design of these projects. More focused and detailed environmental review of some projects may be required prior to formally making a decision to proceed with the project. Project Specific environmental review will be more meaningful when specific project details are available.

The circulation study does not commit the County to building a specific project identified in the circulation study. At the time sufficient funds are available, the County could determine that a project not listed in the circulation study would be a more appropriate use of road impact fees. In this scenario, a determination as to CEQA compliance would be required.

Templeton Circulation Study

The first Templeton Circulation Study was adopted by the Board of Supervisors (BOS) on July 2, 1991. The most recent update was adopted by the BOS on December 1, 2009. The 2010 update of the Templeton Circulation Study identifies capital improvement projects which would use road impact fees (Table 1).

Table 1. Templeton Circulation Study Capital Projects to Use Road Impact Fees

USGS Map Reference Number*	Project	Cost Estimate	Percent from Impact Fees
1	Reconfigure & widen North Main Street and Hwy 101 interchange (install signals and/or roundabouts)	$15,000,000	65%
2	Modify Interchange at SR 46 at Theater Drive and Ramada Drive	$29,600,000	24%
3	Extend Theater Drive from south end to Petersen Ranch Road	$5,469,000	82%
4	Re-route north end of Rossi Road to Bennett Way	$452,000	100%
5	Install traffic signal and left turn lane at intersection of Vineyard Drive and SR 46	$802,000	62%
6	Install traffic signal and ADA ramps at intersection of Vineyard Drive and Bethel Road	$352,000	90%
7	Install traffic signal and ADA ramps at intersection of Vineyard Drive and Bennett Way	$338,000	100%
8	Install traffic signal at intersection of Main Street and Gibson Road	$333,000	100%
9	Install traffic signal, ADA ramps, and left turn lane at intersection of Las Tablas Road and Florence Street	$494,000	100%
10	Improve Vineyard Drive from Bethel Road to Bennett Way: three 12' lanes with two 5' shoulders	$791,000	19%
11	Improve Main Street from Creekside Ranch Road to Hwy 101: three 12' lanes with two 5' shoulders and no parking	$423,000	55%
12	Improve Ramada Drive from Main Street to SR 46: three 12' lanes with two 5' shoulders and no parking	$1,798,000	100%
13	Improve Theater Drive from Main Street to Paso Robles City Limit: three 12' lanes with two 5' shoulders	$726,000	20%

*Attached map shows location of capital improvement projects that would use road impact fees

The circulation study does not commit the County to building a specific project identified in the circulation study. At the time sufficient funds are available, the County could determine that a project not listed in the circulation study would be a more appropriate use of road impact fees. In this scenario, a determination as to CEQA compliance would be required.

Table 2. Summary Environmental Setting at Capital Improvement Project Sites

USGS Map Reference Number*	Project	Summary Environmental Setting
1	Reconfigure & widen North Main Street and Hwy 101 interchange (install signals and/or roundabouts)	Heavily disturbed from highway construction; grassland with scattered trees; neighboring vineyards and commercial development
2	Modify Interchange at SR 46 at Theater Drive and Ramada Drive	Heavily disturbed from highway construction; grassland with scattered trees; neighboring commercial development
3	Extend Theater Drive from south end to Petersen Ranch Road	Grassland, oak woodland and ephemeral stream; neighboring commercial and residential development
4	Re-route north end of Rossi Road to Bennett Way	Grassland, ephemeral stream with riparian woodland; neighboring residential and commercial development
5	Install traffic signal and left turn lane at intersection of Vineyard Drive and SR 46	Heavily disturbed from road construction; grassland; neighboring vineyards
6	Install traffic signal and ADA ramps at intersection of Vineyard Drive and Bethel Road	Heavily disturbed from road construction; grassland; neighboring residential development
7	Install traffic signal and ADA ramps at intersection of Vineyard Drive and Bennett Way	Heavily disturbed from road construction; grassland; neighboring residential and institutional development
8	Install traffic signal at intersection of Main Street and Gibson Road	Heavily disturbed from road construction; ornamental landscaping; neighboring residential, commercial and institutional development
9	Install traffic signal, ADA ramps, and left turn lane at intersection of Las Tablas Road and Florence Street	Heavily disturbed from road construction; grassland and some ornamental landscaping; neighboring residential and commercial development
10	Improve Vineyard Drive from Bethel Road to Bennett Way: three 12' lanes with two 5' shoulders	Disturbed from road construction and other development; grassland, ornamental landscaping and scattered oak trees; neighboring residential and institutional development
11	Improve Main Street from Creekside Ranch Road to Hwy 101: three 12' lanes with two 5' shoulders and no parking	Disturbed from road construction and other development; grassland, ornamental landscaping and scattered oak trees; neighboring commercial, residential and institutional development
12	Improve Ramada Drive from Main Street to SR 46: three 12' lanes with two 5' shoulders and no parking	Disturbed from highway and road construction and other development; grassland, vineyards, ornamental landscaping and scattered oak trees; neighboring highway, commercial, and residential development
13	Improve Theater Drive from	Disturbed from highway and road construction and other

	Main Street to Paso Robles City Limit: three 12' lanes with two 5' shoulders	uses; grassland, vineyards ornamental landscaping and scattered oak trees; neighboring highway, commercial and residential development

*Attached map shows location of capital improvement projects that would use road impact fees

Within the issue area discussions below, the "setting" and "impacts" sections focus not on the entire fee area, but on the planned capital project area locations listed above, within the community of Templeton.

It is important to note that no physical change to the environment would occur as a result of the assessment of circulation fees within the circulation fee area. Physical changes will occur as a result of improvements funded by the fees. Likewise, the assessment of circulation fees will not contribute to cumulative impacts. However, the improvements funded by the fees, in combination with other projects in the area, will result in physical changes to the environment. Mitigation measures incorporated into this environmental document, together with existing mitigation programs such as the National Pollutant Discharge Elimination System (NPDES) for water quality protection, and the SLOAPCD's Clean Air Plan (CAP) render the effects of improvement projects' contribution less than cumulatively considerable.

ASSESSOR PARCEL NUMBER(S): N/A

Latitude: N/A Longitude: N/A SUPERVISORIAL DISTRICT # 1

B. EXISTING SETTING

PLANNING AREA: Salinas River, Templeton

LAND USE CATEGORY: All

COMBINING DESIGNATION(S): Flood Hazard, Extractive Area

EXISTING USES: Varied

TOPOGRAPHY: Nearly level to moderately sloping

VEGETATION: Varied

PARCEL SIZE: Varied

SURROUNDING LAND USE CATEGORIES AND USES:

North: Varied	*East:* Varied
South: Varied	*West:* Varied

C. ENVIRONMENTAL ANALYSIS

During the Initial Study process, several issues were identified as having potentially significant environmental effects (see following Initial Study). Those potentially significant items associated with the proposed uses can be minimized to less than significant levels.

COUNTY OF SAN LUIS OBISPO
INITIAL STUDY CHECKLIST

1. **AESTHETICS** - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Create an aesthetically incompatible site open to public view?	☐	☒	☐	☐
b) Introduce a use within a scenic view open to public view?	☐	☐	☒	☐
c) Change the visual character of an area?	☐	☒	☐	☐
d) Create glare or night lighting, which may affect surrounding areas?	☐	☐	☒	☐
e) Impact unique geological or physical features?	☐	☐	☒	☐
f) Other:_____	☐	☐	☐	☐

Setting. The proposed capital improvement projects are located within the Urban Reserve Line (URL) of the community of Templeton. Templeton appears as a rural, western village whose nucleus remains on Main Street, surrounded by decreasingly intense residential and commercial development as one moves outward, away from the downtown. The projects identified in Tables 1 & 2 consist of road improvements and associated facilities such as traffic signals and ADA ramps, all located within the Urban Reserve Line of the community of Templeton. The improvements will be on and visible from some major public roadways.

Impact. No significant visual impacts are expected to occur from the smaller scale projects such as the traffic signals. Larger scale improvements such as road extensions will be subject to project-specific environmental analysis. Design of these larger scale projects has not been initiated; therefore details are insufficient to identify and describe aesthetic impacts. Nonetheless, potentially significant aesthetic impacts may be identified in future analyses.

Important visual resources in the community such as gateways, visual corridors, natural landmarks, and open space viewsheds may be affected by the construction of specific circulation improvements over time. In addition, the rural portions of Templeton include rural areas/landscapes, wineries/vineyards, equestrian properties, and visual resources such as prominent oak trees that could be altered by the introduction of new facilities.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any aesthetic impacts and describe appropriate mitigation measures if impacts are identified when more project details are available. Listed below are mitigation measures typically used to mitigate aesthetic impacts.

[VR-1] Comply with applicable standards contained in the Templeton Community Design Plan.

[VR-2] Revegetate all disturbed areas with landscaping or native-type vegetation, as appropriate.

[VR-3] Where cut and fill slopes exceed heights not commonly seen in the area (say, more than 5 feet) apply landform grading techniques where the toe and top of cut are rounded to resemble natural slopes.

[VR-4] Retaining walls shall be faced with natural appearing rock surfaces when visible to the public.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in aesthetic impacts that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

2. AGRICULTURAL RESOURCES - ***Will the project:***	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Convert prime agricultural land to non-agricultural use?	☐	☐	☐	☒
b) Impair agricultural use of other property or result in conversion to other uses?	☐	☒	☐	☐
c) Conflict with existing zoning or Williamson Act program?	☐	☐	☐	☒
d) Other: _____	☐	☐	☐	☐

Setting. The proposed capital improvement projects are located within the Urban Reserve Line (URL) of the community of Templeton. Soil types of varied suitability for agriculture occur in the project areas and are as follows:

Soil Type	**Agricultural Potential**	
	Capability unit (non-irrigated)	***Storie index rating***
Arbuckle-Positas complex, 15-30% slopes	IVe-1	45
Arbuckle-San Ysidro complex, 2-9% slopes	IVe-1	72
Gazos shaly clay loam, 9-30% slopes	IVe-1	28
Gazos shaly clay loam, 30-50% slopes	VIe	16
Hanford and Greenfield gravelly sandy loams, 2-9% slopes	IVe-4	63
Linne-Calodo complex, 9-30% slopes	IVe-1	39
Lockwood shaly loam, 0-2% slopes	IVs-4	61
Lockwood shaly loam, 2-9% slopes	IVe-4	55

Lockwood-Concepcion complex, 2-9% slopes	IVe-4	45
Lockwood-Concepcion complex, 9-15% slopes	IVe-4	40
Rincon clay loam, 2-9% slopes	IVe-3	58
Still clay loam, 0-2% slopes	IVc-1	85

Impact. A referral was sent to the County Agricultural Commissioner addressing an update to all the County Circulation Study Fee Areas. Resulting comments from the County Agricultural Commissioner state that, "a variety of impacts to agricultural resources and operations may result from the proposed road improvements [including, but not limited to]: direct and indirect conversion of agricultural resources, including important Agricultural Soils, to nonagricultural uses; temporary and/or permanent access limitations to agricultural operations; necessity for infrastructure relocation; land use incompatibilities and operational restrictions during construction; Williamson Act public land acquisition." "Such potential impacts should be evaluated during subsequent project specific environmental review." (Auchinachie; June 27, 2011)

No significant impacts to agricultural resources are expected to occur from any of the projects. All of the projects except for the traffic signal at Highway 46 and Vineyard Dr. are entirely within the URL of the community of Templeton and not within or adjacent to any agricultural lands so no significant agricultural impacts are expected to occur. Although the traffic signal at Highway 46 and Vineyard Dr. would be partially adjacent to agricultural lands, it is not be expected to result in any significant impacts, but project-specific analysis would be necessary.

Transportation system improvements could lead to conflicts with agricultural use, operations, or agriculture zoning. Farm and conservation (Williamson Act) lands could be converted to other uses by the construction of circulation improvements.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to agricultural resources and describe appropriate mitigation measures if impacts are identified when more project details are available. Listed below are mitigation measures typically used to mitigate impacts to agricultural resources.

[AG-1] When construction of new or expanded roadways would result in direct conflicts with agricultural uses or operations (due to division of agricultural land, access, or proximity of roadways to active agricultural uses resulting in potential dust, pollution, security issues, etc.), measures shall be employed to minimize impacts consistent with the County's Right to Farm Ordinance. Such measures may include the use of land use buffers (physical separation between roadways and active operations) and maintaining adequate access. Such measures shall be incorporated into the design of the specific roadway project to reduce possible conflicts from adjacent agricultural uses.

[AG-2] When new roadway extensions are planned, the County shall consider alternative alignments that reduce or avoid impacts to agricultural lands, such as avoiding alignments that would bisect agricultural lands or result in conflicts with agricultural operations.

[AG-3] Rural roadway alignments shall follow property lines to the extent feasible to minimize impacts to farmlands, lands under agricultural production, and Agriculture-zoned lands. Farmers shall be compensated for the loss of agricultural production at the margins of lost property, based on the amount of land deeded as road right-of-way, as well as costs associated with relocating

associated agricultural infrastructure and physical improvements, as a function of the total amount of production on the property.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to agricultural resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

3. AIR QUALITY - ***Will the project:***	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution Control District?	☐	☒	☐	☐
b) Expose any sensitive receptor to substantial air pollutant concentrations?	☐	☒	☐	☐
c) Create or subject individuals to objectionable odors?	☐	☐	☒	☐
d) Be inconsistent with the District's Clean Air Plan?	☐	☒	☐	☐
e) Other: _____	☐	☐	☐	☐

Setting. The Air Pollution Control District (APCD) has developed the 2009 CEQA Air Quality Handbook to evaluate project specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. To evaluate long-term emissions, cumulative effects, and establish countywide programs to reach acceptable air quality levels, a Clean Air Plan has been adopted (prepared by APCD).

Templeton is located in San Luis Obispo County, which is part of the South Central Coast Air Basin (SCCAB). The SCCAB consists of San Luis Obispo, Santa Barbara and Ventura Counties. The climate of the region is characterized as Mediterranean, with warm, dry summers and cooler, relatively damp winters. Along the coast, mild temperatures prevail most of the year due to the moderating influence of the Pacific Ocean. The effects of the Pacific Ocean are diminished inland and by major intervening terrain features such as the coastal Santa Lucia Mountain Range.

In years past, air quality in the SCCAB has exceeded established standards for lead, carbon monoxide, sulfur dioxide, ozone, and particulate matter (PM). Violations of the state standard for respirable particulate matter (PM10) still occur several times a year.

On a regional basis, ozone is the pollutant of greatest concern in the SCCAB. Ozone located in the upper atmosphere acts in a beneficial manner by shielding the earth from harmful ultraviolet radiation that is emitted by the sun. However, ozone located in the lower atmosphere is a major health and environmental concern.

An attainment designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant in that area. A nonattainment designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. Unclassified designations indicate insufficient data is available to determine attainment status.

San Luis Obispo County is in non-attainment for State PM_{10} & Ozone. Based on the recent pull back from EPA's proposed new Ozone Standard, part or all of SLO County is now pending a non-attainment designation for the 2008 federal ozone standard. According to SLOAPCD, the largest contributors of air pollution are motor vehicles. Reducing particulate matter air pollution is one of the San Luis Obispo County Air Pollution Control District's (SLOAPCD) highest public health priorities. Exposure to particulate pollution is linked to increased frequency and severity of asthma attacks, pneumonia and bronchitis, and even premature death in people with pre-existing cardiac or respiratory disease.

SLOAPCD is required to monitor air pollutant levels to assure that the air quality standards are met, and if they are not met, to also develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the air basin is classified as being in attainment or nonattainment. An air quality monitoring station located in Atascadero, on Lewis Avenue, has not registered an exceedance of the state or federal ozone 1-hr standard for over 4 years (2006-2010), as well as the federal ozone 8-hr 1997 standard, however the federal 2008 8-hr standard was exceeded once in 2008. However, the federal $PM_{2.5}$ 24-hr standard exceeded 2 times in 2009 and the state PM_{10} standard was exceeded 5.7 times in 2006. The station in Paso Robles, on Santa Fe Avenue, has not registered an exceedance of the state or federal ozone standards for over four years (2006–2009). However, the state PM_{10} standard was exceeded over 11 times in 2006 and over 6 times in 2008.

State standards for ozone and PM_{10} are currently exceeded in SLO County, thus SLOAPCD is required to develop a plan to achieve and maintain the state ozone standard by the earliest practicable date. SLOAPCD's plan is called the Clean Air Plan, or CAP. The 2001 CAP was adopted by the SLOAPCD Board in March 2002. Transportation control measures and land use planning strategies play an important role in the implementation of the CAP.

Impact. Circulation studies address the need for capacity related transportation improvements and are developed to identify and correct capacity deficiencies related to new development. Improved road circulation reduces vehicle idling time and congestion, theoretically improving air quality; therefore the Circulation Study Road Improvement Fees themselves should have a positive impact on air quality.

The improvement projects funded by the Road Improvement Fees in the Templeton Circulation Study would involve construction activity that could generate temporary increases in local air pollution. The areas of disturbance would be determined when project designs are prepared. . The projects will result in short-term construction equipment exhaust and fugitive dust emissions as well as emissions from construction commutes. During project-specific analysis, recommendations in the CEQA Air Quality Handbook will be used to calculate construction and operational phase emissions. If the project's pollutant generation levels are below specified thresholds in the Handbook, no mitigation is warranted. On the other hand, if the air pollution levels generated by a project exceed Handbook thresholds, mitigation measures will be required.

No significant air quality impacts are expected to occur from the smaller scale projects such as traffic signals. Larger scale improvements such as road widening improvements will be subject to project-specific environmental analysis. Design of these larger scale projects has not been initiated; therefore details are insufficient to identify and describe air quality impacts. Nonetheless, potentially significant

air quality impacts may be identified in future analyses. It may be necessary to calculate the project's construction impacts without knowing the exact fleet of construction equipment involved in the project. Table 2-2 of the Handbook contains screening construction emission rates based on the volume of soil moved and the area disturbed. This table should only be used when specific project information is not available.

Construction Phase Greenhouse Gas Impacts and Mitigation

A Greenhouse Gas (GHG) impact evaluation and the implementation of feasible mitigation may be required for larger projects. The Mitigated Negative Declaration would evaluate the project's carbon dioxide (CO_2) emissions, as well as other GHG sources converted to carbon dioxide equivalents and would identify feasible mitigation.

Construction Permit Requirements

Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. Operational sources may also require APCD permits.

Hydrocarbon Contaminated Soil

Hydrocarbon contaminated soil could result in adverse air quality impacts when exposed to the atmosphere. Should hydrocarbon contaminated soil be encountered during construction activities, the APCD will be notified as soon as possible after affected material is discovered to determine if an APCD Permit will be required.

Lead During Demolition

Demolition of structures coated with lead based paint can result in the release of lead containing particles from the site. Sandblasting or removal of paint by heating with a heat gun can result in significant emissions of lead. Therefore, proper abatement of lead before demolition of these structures must be performed in order to prevent the release of lead from the site. An APCD permit may be required.

Demolition of Asbestos Containing Materials

Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). If building(s) are removed or renovated, or utility pipelines are scheduled for removal or relocation, requirements include, but are not limited to: 1) notification requirements to the APCD, 2) asbestos survey conducted by a Certified Asbestos Inspector, and, 3) applicable removal and disposal requirements of identified ACM.

Developmental Burning

Effective February 25, 2000, the APCD prohibited developmental burning of vegetative material within San Luis Obispo County.

Construction Phase Idling Limitations

Diesel engine idling is regulated by State law: Section 2485 of Title 13 of the California Code of Regulations (for on-road vehicles) and Section 2449(d)(2) of the California Air Resources Board's In-Use off-Road Diesel regulation (for off-road equipment).

Truck Routing

Proposed truck routes should be evaluated and selected to ensure routing patterns have the least impact to residential dwellings and other sensitive receptors, such as schools, parks, day care centers, nursing homes, and hospitals. If the project has significant truck trips where hauling/truck trips are routine activity and operate in close proximity to sensitive receptors, toxic risk needs to be evaluated.

Mitigation/Conclusion. Below is a list of mitigation measures typically used to mitigate impacts to air quality as a result of road construction projects. These or other comparable mitigation measures would potentially be used for these projects. Application of standard mitigation measures, and in some cases, best available control technologies (BACT) should ensure any air quality impacts are less than significant. However, future project-specific analysis will be conducted at the time more detail is available for any of the proposed improvements. The analysis at that time will identify any air quality impacts and describe appropriate mitigation measures..

[AQ-1] Projects with grading areas that are less than 4-acres and that are not within 1,000 feet of any sensitive receptor shall implement the following mitigation measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions:

- Reduce the amount of the disturbed area where possible;
- Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- All dirt stock-pile areas should be sprayed daily as needed;
- All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.

Projects with grading areas that are greater than 4-acres or are within 1,000 feet of any sensitive receptor shall implement the following mitigation measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions:

- Reduce the amount of the disturbed area where possible;
- Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- All dirt stock pile areas should be sprayed daily as needed;
- Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;

- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
- All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

[AQ-2] The standard mitigation measures for reducing nitrogen oxides (NO_x), reactive organic gases (ROG), and diesel particulate matter (DPM) emissions from construction equipment are listed below:

- Maintain all construction equipment in proper tune according to manufacturer's specifications;
- Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;
- Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
- Construction or trucking companies with fleets that that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NO_x exempt area fleets) may be eligible by proving alternative compliance;
- All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5 minute idling limit;
- Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- Electrify equipment when feasible;
- Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,
- Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

If the estimated ozone precursor emissions from the actual fleet for a given construction phase are expected to exceed the APCD threshold of significance after the standard mitigation measures are factored into the estimation, then BACT needs to be implemented to further reduce these impacts. The BACT measures can include:

- Further reducing emissions by expanding use of Tier 3 and Tier 4 off-road and 2010 on-road compliant engines;
- Repowering equipment with the cleanest engines available; and
- Installing California Verified Diesel Emission Control Strategies. These strategies are listed at: http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm

If the estimated construction emissions from the actual fleet are expected to exceed either of the APCD Quarterly Tier 2 thresholds of significance after the standard and BACT measures are factored into the estimation, then an APCD approved Construction Activity Management Plan (CAMP) (see Technical Appendix 4.5 for CAMP Guidelines) and offsite mitigation need to be implemented in order to reduce potential air quality impacts to a level of insignificance.

CAMP
The CAMP should be submitted to the APCD for review and approval prior to the start of construction and should include, but not be limited to, the following elements:

- A Dust Control Management Plan that encompasses all, but is not limited to, dust control measures that were listed above in the "dust control measures" section;
- Tabulation of on and off-road construction equipment (age, horse-power and miles and/or hours of operation);
- Schedule construction truck trips during non-peak hours to reduce peak hour emissions;
- Limit the length of the construction work-day period, if necessary; and,
- Phase construction activities, if appropriate.

Off-Site Mitigation
Examples off-site mitigation strategies include, but are not limited to, the following:

- Fund a program to buy and scrap older heavy-duty diesel vehicles or equipment;
- Replace/repower transit buses;
- Replace/repower heavy-duty diesel school vehicles (i.e. bus, passenger or maintenance vehicles);
- Retrofit or repower heavy-duty construction equipment, or on-road vehicles;
- Repower or contribute to funding clean diesel locomotive main or auxiliary engines;
- Purchase VDECs for local school buses, transit buses or construction fleets;
- Install or contribute to funding alternative fueling infrastructure (i.e. fueling stations for NG, LPG, conductive and inductive electric vehicle charging, etc.);
- Fund expansion of existing transit services; and,
- Replace/repower marine diesel engines.

[AQ-3] Asbestos / Naturally Occurring Asbestos Naturally occurring asbestos (NOA) has been identified by the state Air Resources Board as a toxic air contaminant. Serpentine and ultramafic rocks are very common throughout California and may contain naturally occurring asbestos. The SLO County APCD has identified areas throughout the County where NOA may be present (see the APCD's 2009 CEQA Handbook, Technical Appendix 4.4). If the project site is located in a candidate area for Naturally Occurring Asbestos (NOA), the following requirements apply. Under the ARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations, prior to any construction activities at the site, the project proponent shall ensure that a geologic evaluation is conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the APCD. If NOA is found at the site the applicant must comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the APCD. If NOA is not present, an exemption request must be filed with the Air District. More information on NOA can be found at http://www.slocleanair.org/business/asbestos.php.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to air quality that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

4. BIOLOGICAL RESOURCES - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Result in a loss of unique or special status species or their habitats?	☐	☒	☐	☐
b) Reduce the extent, diversity or quality of native or other important vegetation?	☐	☒	☐	☐
c) Impact wetland or riparian habitat?	☐	☒	☐	☐
d) Introduce barriers to movement of resident or migratory fish or wildlife species, or factors, which could hinder the normal activities of wildlife?	☐	☐	☒	☐
e) Other: _____	☐	☐	☐	☐

Setting. The location of the proposed capital improvement projects listed in Table 1 have the following plant cover types: non-native grassland, central coast live oak riparian forest, coastal and valley fresh water marsh, valley oak woodland and eucalyptus woodland. The Salinas River is the most prominent natural feature of the landscape, with Toad Creek and other small tributary streams also occurring within the area. The projects identified in Tables 1 & 2 consist of road improvements and associated facilities such as traffic signals and ADA ramps, all located within the Urban Reserve Line of the community of Templeton.

The California Natural Diversity Database and California Native Plant Society Inventory identified the following special status species potentially existing within the USGS Templeton, Paso Robles and York Mountain quadrangles:

Special Status Plant Species with Potential to Occur in the Project Area

Species	Listing Status	Habitat Requirements and Elevation Range	Identification Period
round-leaved filaree (*California macrophylla*)	1B.1	Cismontane woodland, valley and foothill grassland; 15-1200 m	Annual herb; March - May
San Luis Obispo owl's-clover (*Castilleja densiflora* ssp. *obispoensis*)	1B.2	Sometimes serpentinite, meadows and seeps, valley and foothill grassland; 10-400 m	Annual herb; March – May
Lemmon's jewel-flower (*Caulanthus lemmonii*)	1B.2	Pinyon and juniper woodland, valley and foothill grassland; 80-1220 m	Annual herb; March - May
yellow-flowered eriastrum (*Eriastrum luteum*)	1B.2	Broadleaved upland forest, cismotane woodland, chaparral; 360-1000 m	Annual herb; May - June
mesa horkelia (*Horkelia cuneata ssp. puberula*)	1B.1	Chaparral, cismontane woodland, coastal scrub; 70-810 m	Perennial herb; February - September

Kellogg's horkelia *(Horkelia cuneata* ssp. *sericea)*	1B.1	Sandy or gravelly openings; coastal scrub, coastal dunes, closed-cone coniferous forest, chaparral (maritime); 10-200 m	Perennial herb; April – September
Santa Lucia dwarf rush (*Juncus luciensis*)	1B.2	Vernal pools, meadows, lower montane coniferous forest, chaparral, great basin scrub; 300-2040 m	Annual herb; April - July
Jared's pepper-grass (*Lepidium jaredii ssp. jaredii*)		Valley and foothill grassland;	Annual herb; March - May
woodland woollythreads (*Monolopia gracilens*)	1B.2	Serpentine, broadleafed upland forest openings, chaparral openings, cismontane woodland, north coast coniferous forest openings, valley and foothill grassland; 100-1200 m	Annual herb; March - July
hhining navarretia (*Navarretia nigelliformis* ssp. *radians*)	1B.2	Cismontane woodland, valley and foothill grassland, vernal pools; 76-1000 m	Annual herb; April - July

The information in this table was obtained from Hoover (1970), the California Native Plant Society Electronic Inventory (2011) and CNDDB (2011).

California Native Plant Society Listing Code
1B Rare, threatened or endangered in California and elsewhere
1B.1 Seriously endangered in California
1B.2 Fairly endangered in California
1B.3 Not very endangered in California

Habitat Associations and State and Federally Listed Wildlife Species with Potential to Occur in the Project Area

Common Name	Scientific Name	Listing Status	Habitat Association
Vernal pool fairy shrimp	*Branchinecta lynchi*	FT	Typically inhabit small, clear-water sandstone-depression pools and grassed swale, earth slump or basalt-flow depression pools. Endemic to the grasslands of the central valley, and mountains of the central coast and south coast, in astatic rain-filled pools
California red-legged frog	*Rana draytonii*	FT CSC	Ponds and quiet areas of coastal streams
Least Bell's vireo	*Vireo bellii pusillus*	SE, FE	Summer resident of southern California in low riparian areas in the vicinity of water or in dry river bottoms below 2000 feet. Nests placed along margins of bushes or on twigs, projecting into pathways - usually willow, baccharis or mesquite
San Joaquin kit fox	*Vulpes macrotis mutica*	ST, FE	Require loose-textured, sandy soils for burrowing. Generally found in annual grasslands or grassy open stages with scattered shrubby vegetation

The information in this table was obtained from the CNDDB (2001), Jennings and Hayes (1994), Moyle et al. (1989).

California Department of Fish and Game Listing Codes		Federal Listing Codes	
CSC	California Special Concern Species	FT	Federally Threatened
ST	State Threatened	FE	Federally Endangered
SE	State Endangered	FSC	Federal Species of Concern

Impact. The project site does not support any sensitive native vegetation, significant wildlife habitats, or special status species. No significant impacts to biological resources are expected to occur from smaller scale projects such as traffic signals. Larger scale improvements such as road widening will be subject to project-specific environmental analysis. Design of larger scale projects has not been initiated; therefore details are insufficient to identify and describe impacts to biological resources. Nonetheless, potentially significant impacts to biological resources may be identified in future analyses.

Construction may involve the use of heavy equipment for trenching, boring, and backfilling, as well as multiple truck trips to transport equipment, pipe, and import/export of material. Construction activity could result in adverse impacts to native vegetation and special status species.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to biological resources and describe appropriate mitigation measures if impacts are identified when more project details are available. Listed below are mitigation measures typically used to mitigate impacts to biological resources. In addition, if any project is within kit fox habitat, the standard kit fox mitigation measures will be applied based on the detailed project area determined in future project design and environmental analysis.

[BR-1] Construction activities shall be planned to avoid trees and shrubs to the extent practicable. Consideration shall be given to trimming and pruning trees where possible, rather than complete removal. Operation and parking of vehicles and equipment shall not occur within the dripline of trees that will not otherwise be affected.

[BR-2] Prior to project completion, all oak trees removed as a result of the development of the project at a 4:1 ratio, and in addition, shall plant at a 2:1 ratio for each tree impacted (e.g. root or branch pruning) but not removed. Replanting shall be completed as soon as it is feasible (e.g. irrigation water is available, grading done in replant area(s)). Replant areas shall be either in native topsoil or areas where native topsoil has been reapplied. Only designated trees shall be removed. Trees scheduled for removal shall be marked.

These newly planted trees shall be maintained until successfully established. This shall include protection (e.g. tree shelters, caging) from animals (e.g. deer, rodents), regular weeding (minimum of once early Fall and once early Spring) of at least a three foot radius out from the plant and adequate watering (e.g. drip-irrigation system). Watering should be controlled so only enough is used to initially establish the tree, and reducing to zero over a three year period. If possible, planting during the warmest, driest months (June through September) shall be avoided. In addition, standard planting procedures (e.g. planting tablets, initial deep watering) shall be used.

[BR-3] All trees to remain on-site that are within fifty feet of construction or grading activities shall be marked for protection (e.g. flagging) and their root zone fenced prior to any grading. The outer edge of the tree root zone is 1-1/2 times the distance from the trunk to the drip line of the tree. Grading, utility trenching, compaction of soil, or placement of fill shall be avoided within these fenced areas. Care shall be taken to avoid surface roots within the top 18" of soil. If any roots must be removed or exposed, they shall be cleanly cut and not left exposed above the ground surface.

[BR-4] Servicing and fueling of vehicles shall be accomplished with the use of the following best management practices:

a. Servicing and fueling shall take place as far as practical from waterways. When fueling, tanks shall not be "topped off."
b. A secondary containment, such as a drain pan or drain cloth, shall be used when fueling to catch spills or leaks.
c. Fueling and servicing shall be done only in designated areas.
d. Employees and subcontractors shall be trained in proper fueling, servicing, and clean-up procedures.
e. All fluid spills shall be reported immediately.
f. Storage of hazardous materials shall be as far as practical from waterways.
g. A contingency plan for possible leaks and spills of hazardous materials into waterways shall be developed and implemented as appropriate.

[BR-5] Upon completion of the project, all temporarily disturbed areas shall be returned to original contours.

[BR-6] Persons who are under County or contractor control shall not have firearms or pets; nor shall they engage in hunting or fishing.

[BR-7] The construction zone shall be kept free from litter by providing suitable disposal containers for trash and all construction-generated material wastes. These containers shall be emptied at regular intervals and the contents properly disposed.

[BR-8] The amount of construction-related disturbance shall be limited to the extent practicable. The project limits shall be conspicuously flagged or otherwise marked in the field. Construction activities shall be restricted within the marked areas. Storage, parking, and laydown areas shall be clearly marked. Equipment and vehicles shall be kept out of areas identified as wetlands and waters of the United States.

[BR-9] Prior to construction the County shall conduct a pre-construction survey for special status wildlife.

[BR-10] If construction activities are conducted during the typical nesting bird season (February 15 – September 15) pre-construction surveys shall be conducted by the County or its designee prior to any construction activity or vegetation removal to identify potential bird nesting activity, and:

a. If active nest sites of bird species protected under the Migratory Bird Treaty Act are observed within the vicinity of the project site, then the project shall be modified and/or delayed as necessary to avoid direct take of the identified nests, eggs, and/or young;
b. If active nest sites of raptors and/or bird species of special concern are observed within the vicinity of the project site, then CDFG shall be contacted to establish the appropriate buffer around the nest site. Construction activities in the buffer zone shall be prohibited until the young have fledged the nest and achieved independence; and,
c. Active nests shall be documented by a qualified biologist and a letter-report shall be submitted to the County, USFWS and CDFG, documenting project compliance with the MBTA and applicable project mitigation measures.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to biological resources that could not be mitigated to a level of

insignificance with the incorporation of standard mitigation measures.

5. CULTURAL RESOURCES - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Disturb pre-historic resources?	☐	☒	☐	☐
b) Disturb historic resources?	☐	☐	☒	☐
c) Disturb paleontological resources?	☐	☒	☐	☐
d) Other:_____	☐	☐	☐	☐

Setting. The project is located in an area historically occupied by the Obispeno Chumash and Salinan. Historic structures are present and paleontological resources are known to exist in the areas. The project sites should be regarded as archaeologically sensitive due to their proximity to several creeks and the Salinas River, which would have provided important food and water resources in prehistoric times.

Two listed Historic Sites (defined as an area of unique historical significance) are located within the Templeton Road Improvement Fee Program Area:

Bethel Lutheran Church– The Bethel Lutheran Church was built by early Swedish settlers in 1887 and is similar to designs in their homeland.

C.H. Philips House– This vernacular Victorian style house was built by Chauncey H. Phillips in 1886-1887. The Phillips house was the first home built in the new town of Templeton and has been kept in very good condition by the various owners since Mr. Phillips sold the house in 1891.

The geology of the fee area is mapped as terrace deposits and Monterey formation; these geologic units both have a high potential for yielding significant paleontological resources. However, paleontological resources are not likely to be exposed as the type of site disturbance due to the projects is not sufficient to result in exposure of paleontological resources.

Impact. Proposed projects may result in impacts to archaeological resources due to activities such as excavation, soil compaction or soil filling work over sensitive sites. If a site has the potential to be impacted, a Phase II survey may be required, which may result in the need for a Phase III survey depending on the extent of the impacts.

The nature and extent of impacts to archaeological resources are evaluated with respect to potential development. All projects, including the smaller scale projects such as traffic signals, will be evaluated for their potential to affect archaeological resources. Potentially significant impacts to archaeological resources may be identified in future analyses.

Whether significant impacts to paleontological resources occur depends on the extent and depth of excavation required for construction. If extensive excavation is required for a particular project, the geologic formation in that area will be identified and evaluated for its potential to contain fossils.

Mitigation/Conclusion. If an archaeological site is located within a proposed project area and it is feasible to avoid the site, this will be done. If avoidance is infeasible, further evaluation and mitigation may be required, such as a Phase I, II, or III survey. In general, a Phase I investigation includes a literature search and a surface survey to determine whether archaeological materials are present.

Phase II (subsurface testing) involves determining the horizontal and vertical extent of an archaeological site. Phase III (data recovery) consists of intensive and methodical excavation and study of a pre-determined sample of the archaeological site. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to cultural resources and describe appropriate mitigation measures if impacts are identified when more project details are available. Listed below are mitigation measures typically used to mitigate impacts to cultural resources.

[CR-1] A qualified archaeologist shall monitor initial ground disturbance activities to ensure there is no disturbance of cultural remains in the project impact area. The qualified archaeologist will ensure Environmentally Sensitive Area (ESA) fencing is installed properly at the project's borders.

[CR-2] During earth moving activities, in the event archaeological resources are unearthed or discovered, construction in the vicinity of the find shall stop, and the Public Works project manager and the Environmental Coordinator shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may be accomplished in accordance with state and federal law.

[CR-3] In the event archaeological resources are found to include human remains, or in any other case when human remains are discovered during construction, the County Coroner and Environmental Coordinator are to be notified so proper disposition may be accomplished.

[CR-4] During construction, in the event paleontologic resources are unearthed or discovered, construction activities in the immediate area shall cease and the Public Works Environmental Programs Division shall be notified so that the extent and location of discovered materials may be evaluated by a qualified paleontologist.

[CR-5] Projects located within geologic formations known to yield paleontologic resources, which could disturb areas greater than 1 acre, and/or involve grading deeper than 3 feet will be monitored by a qualified paleontologist.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to cultural resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

6. GEOLOGY AND SOILS - ***Will the project:***	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards?	☐	☐	☒	☐
b) Be within a California Geological Survey "Alquist-Priolo" Earthquake Fault Zone"?	☐	☐	☐	☒

6. GEOLOGY AND SOILS - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
c) Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from project-related improvements, such as vegetation removal, grading, excavation, or fill?	☐	☒	☐	☐
d) Change rates of soil absorption, or amount or direction of surface runoff?	☐	☒	☐	☐
e) Include structures located on expansive soils?	☐	☐	☒	☐
f) Change the drainage patterns where substantial on- or off-site sedimentation/ erosion or flooding may occur?	☐	☐	☒	☐
g) Involve activities within the 100-year flood zone?	☐	☐	☒	☐
h*) Be inconsistent with the goals and policies of the County's Safety Element relating to Geologic and Seismic Hazards?*	☐	☐	☒	☐
i) Preclude the future extraction of valuable mineral resources?	☐	☐	☐	☒
j) Other:_____	☐	☐	☐	☐

Setting

GEOLOGY - The following relates to the project's geologic aspects or conditions:

Topography: Nearly level to moderately sloping

Within County's Geologic Study Area?: No

Landslide Risk Potential: Low to high

Liquefaction Potential: Low to high

Nearby potentially active faults?: Yes Distance? 5 miles to the east of the project areas

Area known to contain serpentine or ultramafic rock or soils?: No

Shrink/Swell potential of soil: Negligible

Other notable geologic features? None

Geologic units mapped within the project areas include "terrace deposits and Monterey Formation." The topography within the project areas ranges from nearly level to moderately sloping. The elevation ranges from approximately 700 to 1100 feet above sea level. The projects are outside of the Geologic Study Area designation. The project areas are located a minimum of approximately 5 miles west of the Rinconada fault, which is classified as a "Potentially Active Fault." The Air Pollution Control

District does not list the fee area, or the project areas as within an area known to contain serpentine or ultramafic rock and/or soils.

[The project is a high liquefaction area, and is subject to the preparation of a geological report per the County's Land Use Ordinance [LUO section 22.14.070 (c), or CZLUO section 23.07.084(c)] to evaluate the area's geological stability.]

DRAINAGE – The following relates to the project's drainage aspects:

Within the 100-year Flood Hazard designation? Yes

Closest creek? Toad Creek, Salinas River Distance? Within road fee area

Soil drainage characteristics: Well drained

The Salinas River occupies the valley floor, within the road fee area. Although a portion of the fee area is within the 100-year Flood Hazard designation, most of the projects will be outside of the Flood Hazard Zone. Of those projects within the Flood Hazard Zone (USGS Map Reference # 2, 11, 12 and 13 - Refer to Table 1.), they should improve drainage features or will be a minor installation of traffic signals.

For areas where drainage is identified as a potential issue, a drainage plan to minimize potential drainage impacts shall be prepared. When required, this plan would need to address measures such as: constructing on-site retention or detention basins, or installing surface water flow dissipaters. This plan would also need to show that the increased surface runoff would have no more impacts than that caused by historic flows.

SEDIMENTATION AND EROSION – Soil type, amount of disturbance and slopes are key aspects to analyzing potential sedimentation and erosion issues. The project's soil types and descriptions are listed in Section 2, Agriculture, under "Setting". As described in the NRCS Soil Survey, the soil erodibility range of the project areas is as follows:

Soil erodibility: Low to high

When highly erosive conditions exist, a sedimentation and erosion control plan is required (LUO Sec. 22.52.090, CZLUO Sec. 23.05.036) to minimize these impacts. When required, the plan is prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts. Projects involving more than one acre of disturbance are subject to the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which focuses on controlling storm water runoff. The Regional Water Quality Control Board is the local extension who monitors this program.

Impact. Some projects will require grading, and may alter the existing drainage patterns slightly, however no significant impacts to geologic and soil resources are expected to occur from the smaller scale projects such as traffic signals. Larger scale improvements such as road extensions will be subject to project-specific environmental analysis. Design of these larger scale projects has not been initiated; therefore details are insufficient to identify and describe impacts to geologic and soil resources. Nonetheless, potentially significant impacts to geologic and soil resources may be identified in future analyses.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to geologic and soil resources and describe appropriate mitigation measures if impacts are identified when more project details are available. Listed below are mitigation measures typically used to mitigate impacts to geologic and soil resources.

[GS-1] Install appropriate erosion control measures (i.e., silt fences, hay bales) along the base of the proposed work area and at the downstream end of the proposed construction zone and maintain erosion control mechanisms on a daily basis.

[GS-2] Check and maintain erosion control measures on a daily basis throughout the duration of work activities. Erosion control measures should be re-installed appropriately as the proposed work area changes.

[GS-3] Restore all previously vegetated areas that are cleared during project activities through revegetation with appropriate indigenous native species.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to geologic or soil resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

7. HAZARDS & HAZARDOUS MATERIALS - ***Will the project:***	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Result in a risk of explosion or release of hazardous substances (e.g. oil, pesticides, chemicals, radiation) or exposure of people to hazardous substances?	☐	☐	☒	☐
b) Interfere with an emergency response or evacuation plan?	☐	☐	☒	☐
c) Expose people to safety risk associated with airport flight pattern?	☐	☐	☐	☒
d) Increase fire hazard risk or expose people or structures to high fire hazard conditions?	☐	☒	☐	☐
e) Create any other health hazard or potential hazard?	☐	☒	☐	☐
f) Other: _____	☐	☐	☐	☐

Setting. The project areas are not located in an area of known hazardous material contamination; however the project areas may include areas of hazardous material contamination associated with the railroad, auto-related services and the like. The project areas are not within an Airport Review area. The project areas are not within a high severity risk area for fire. Any transportation improvement projects constructed with road fees would coordinate with emergency services providers. If partial or complete road closures would be required during construction, emergency access would be provided to individual businesses and residences. Emergency response time ranges from approximately 5 to 15 minutes.

Impact. Construction of capital improvement projects may require the use of hazardous materials such as fuels and lubricants, and may pose a fire safety risk. The projects may temporarily affect traffic flow during construction, however are not expected to conflict with any regional evacuation plan. Potential impacts could involve mechanical failure of some equipment resulting in fuel or fluid spills. Improper operation of equipment in proximity to dry vegetation could result in an equipment caused fire.

No significant impacts due to hazards or hazardous materials are expected to occur from the smaller scale projects such as traffic signals. Larger scale improvements will be subject to project-specific environmental analysis. Design of these larger scale projects has not been initiated; therefore details are insufficient to identify and describe impacts due to hazards or hazardous materials. Nonetheless, potentially significant impacts due to hazards and hazardous materials may be identified in future analyses.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts due to hazards and hazardous materials and describe appropriate mitigation measures if impacts are identified when more project details are available. Listed below are mitigation measures typically used to mitigate impacts to hazards and hazardous materials.

The water quality mitigation measures will serve to mitigate any potential impact from equipment fueling or failure by including measures to contain and clean up any spill. Standard contract specifications address hazardous materials. Fire hazard and NOA impacts will be reduced to a level of insignificance with the following mitigation measures:

[HZ-1] Any staging or equipment/vehicle parking areas shall be free of combustible vegetation and work crews shall have shovels and a fire extinguisher on site during all construction activities.

[HZ-2] Prior to construction, an evaluation of areas of serpentinite outcrops or serpentine-rich soils shall be made by a qualified professional such as a Certified Industrial Hygienist (CIH) as to whether such conditions represent a threat to human health. If so, a safety program shall be initiated and shall include providing personal protective equipment to workers and a worker education program.
All applicable dust control measures outlined in the following document shall be implemented: 17 CCR Section 93105. Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations.
The Naturally Occurring Asbestos (NOA) ATCM requirements may include but are not limited to: 1) an Asbestos Dust Mitigation Plan which must be approved by the APCD before construction begins, and 2) an Asbestos Health and Safety Program will also be required for some projects (*http://www.slocleanair.org/business/asbestos.asp*).

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to hazards and hazardous materials that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

8. NOISE - ***Will the project:***	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Expose people to noise levels that exceed the County Noise Element thresholds?	☐	☒	☐	☐
b) Generate increases in the ambient noise levels for adjoining areas?	☐	☒	☐	☐
c) Expose people to severe noise or vibration?	☐	☐	☒	☐

8. NOISE - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
d) Other: _____	☐	☐	☐	☐

Setting. The primary transportation noise sources in proximity to the project areas are the Union Pacific Railroad, Highway 101 and Highway 46. Stationary noise sources include periodic farming operations, concrete/asphalt batch plants, and surface mines. Based on the Noise Element's projected future noise generation from known stationary and vehicle-generated noise sources, the project areas are within an acceptable threshold area.

Impact. Future projects are not expected to generate loud noises beyond typical construction noise, which is exempt under the County's noise ordinance. However, the projects that involve road widening or traffic signals, which may move roads slightly closer to sensitive noise receptors such as residences or introduce idling noise at an existing intersection, may create noise impacts.

No significant impacts due to noise are expected to occur from the smaller scale projects such as traffic signals. Larger scale improvements will be subject to project-specific environmental analysis. Design of these larger scale projects has not been initiated; therefore details are insufficient to identify and describe noise impacts. Nonetheless, potentially significant impacts due to noise may be identified in future analyses.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any noise impacts and describe appropriate mitigation measures if impacts are identified when more project details are available. Listed below are mitigation measures typically used to mitigate noise impacts.

To minimize short-term construction noise impacts, the projects will comply with the Noise Element of the San Luis Obispo County General Plan by limiting construction activities associated with the project to specific hours, as follows:

[N-1] All construction activities associated with the project shall occur between the hours of 7:00 A.M. and 6:00 P.M. Monday through Friday and from 9:00 A.M. and 5:00 P.M. on Saturday. There will be no construction activities on Sundays.

The following additional noise reduction measures may also be appropriate for some projects:

[N-2] Construction of acoustic barriers to shield nearby noise-sensitive land uses. For aesthetic concerns, the use of sound barriers or any other architectural features that could block views from scenic highway or other view corridors shall be discouraged to the extent feasible. Long expanses of walls or fences should be interrupted with offsets and provided with accents to prevent monotony. Whenever feasible, a combination of construction elements should be used, including solid fences, walls, and landscaped berms.

[N-3] Site/project redesign and use of buffers to ensure that future development is compatible with transportation facilities.

[N-3] Changes to transportation facility design. Examples include changes in proposed roadway alignment or construction of roadways so that they are depressed below grade of nearby sensitive land uses to create an effective barrier between the roadway and sensitive receptors.

[N-4] Use of low-noise pavements (e.g., rubberized asphalt).

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in noise impacts that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

9. POPULATION/HOUSING - *Will the project:*	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	☐	☐	☒	☐
b) Displace existing housing or people, requiring construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Create the need for substantial new housing in the area?	☐	☐	☐	☒
d) Use substantial amount of fuel or energy?	☐	☐	☒	☐
e) Other: _____	☐	☐	☐	☐

Setting The project areas include a mix of housing types on a variety of lot sizes

Impact. The project will not result in a need for a significant amount of new housing, and will not displace existing housing.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to population/housing and describe appropriate mitigation measures if impacts are identified when more project details are available. There is no indication at this time that the projects would result in impacts to population/housing that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

10. PUBLIC SERVICES/UTILITIES - *Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:*	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Fire protection?	☐	☐	☒	☐
b) Police protection (e.g., Sheriff, CHP)?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐

10. PUBLIC SERVICES/UTILITIES - ***Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:***	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
d) Roads?	☐	☐	☒	☐
e) Solid Wastes?	☐	☐	☒	☐
f) Other public facilities?	☐	☐	☒	☐
g) Other: _____	☐	☐	☐	☐

Setting. The project area is served by the following public services/facilities:

Police: County Sheriff Location: Templeton (Main St.)

Fire: Templeton Fire (urban area) Cal Fire (formerly CDF) (rural area) Hazard Severity: Moderate Response Time: 5-10 minutes

Location: Cal Fire (Ramada Dr.), Templeton Fire (5th St.)

School District: Templeton Unified School District

Impact. The projects are limited to the existing roadway and associated work that will improve the safety and efficiency of the road system in Templeton. The community of Templeton is served by the Templeton Fire Department (operated by Templeton Community Services District), while Cal Fire provides fire protection and emergency services in the surrounding rural areas. The County Sheriff's Department provides police services. The Templeton Community Services District provides water and sewer service within the urban area.

No significant project-specific impacts to utilities or public services are expected. Proposed road improvements are expected to provide beneficial impacts by improving response time for police and fire. These projects, along with others in the area not associated with the Road Improvement Fee Program, will have a cumulative effect on police and fire protection, and schools.

The projects will not result in an increase in the local population and will not construct any facility that requires ongoing public safety services. Construction will result in minor traffic delays.

No significant impacts to public services/utilities are expected to occur from the capital projects funded through the Road Impact Fee Program, although larger scale improvements will be subject to project-specific environmental analysis. Design of these larger scale projects has not been initiated; therefore details are insufficient to identify and describe impacts to public services/utilities.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to public services/utilities and describe appropriate mitigation measures if impacts are identified when more project details are available. There is no indication at this time that the projects would result in impacts to public services/utilities that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

11. RECREATION - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Increase the use or demand for parks or other recreation opportunities?	☐	☐	☐	☒
b) Affect the access to trails, parks or other recreation opportunities?	☐	☐	☐	☒
c) Other _____	☐	☐	☐	☐

Setting. The County's Parks and Recreation Element shows one proposed trail, Toad Creek Trail, that goes through the proposed project areas. The capital projects funded by the Road Improvement Fee Program are all within roadways, therefore not in locations that would affect any trail, park, recreational resource, coastal access, and/or Natural Area.

Impact. The proposed projects involve road improvements; therefore impacts to recreation are not expected. Beneficial impacts include the addition of bike lanes on some projects, as the Road Improvement Fee Program requires any new facilities to be designed to current standards, which include bike lanes. The proposed projects will not create a significant need for additional park or recreational resources. Nonetheless, larger projects will be analyzed in future CEQA analyses for their potential impacts to recreation.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to recreation and describe appropriate mitigation measures if impacts are identified when more project details are available. There is no indication at this time that the projects would result in impacts to recreational resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

12. TRANSPORTATION/ CIRCULATION - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Increase vehicle trips to local or areawide circulation system?	☐	☐	☒	☐
b) Reduce existing "Levels of Service" on public roadway(s)?	☐	☐	☐	☒
c) Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?	☐	☐	☐	☒
d) Provide for adequate emergency access?	☐	☐	☒	☐
e) Result in inadequate parking capacity?	☐	☐	☐	☒
f) Result in inadequate internal traffic circulation?	☐	☐	☐	☒

12. TRANSPORTATION/ CIRCULATION - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., pedestrian access, bus turnouts, bicycle racks, etc.)?	☐	☐	☒	☐
h) Result in a change in air traffic patterns that may result in substantial safety risks?	☐	☐	☐	☒
i) Other: _____	☐	☐	☐	☐

Setting. The Road Improvement Fee Program was created to identify needs for transportation improvements in the Templeton Area. The fee was established to address and fund these improvements. In general, when the County improves a road, design includes all necessary improvements to accommodate all roadway users. As such, the following are referenced in determining the road's final design:

County General Plan Circulation Element
Area and Specific Plans
County Sidewalk Ordinance
County Bikeways Plan
County Public Improvement Standards
Coordination with San Luis Obispo Regional Transit Authority

Therefore, circulation studies provide for the implementation of other County Plans.

Impact. Impacts to transportation will be beneficial. The program was created to impose fees on new development for the purpose of correcting transportation deficiencies created by new development. The capital improvement projects funded by the program will not result in an increase in the local population. Minor delays should be expected during construction of individual projects.

Mitigation/Conclusion. The Road Improvement Fee Program is itself a mitigation for all new development in the Program Area. The fee is designed to fund road improvements that are identified as necessary due to new development in the Templeton Area.

13. WASTEWATER - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Violate waste discharge requirements or Central Coast Basin Plan criteria for wastewater systems?	☐	☐	☐	☒
b) Change the quality of surface or ground water (e.g., nitrogen-loading, day-lighting)?	☐	☐	☒	☐

13. WASTEWATER - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
c) Adversely affect community wastewater service provider?	☐	☐	☐	☒
d) Other: _____	☐	☐	☐	☐

Setting. The Templeton CSD provides wastewater service to the community of Templeton via two locations: the TCSD Meadowbrook Wastewater Treatment Plan and the City of Paso Robles.

Impacts. Road work may require temporary impacts to portions of the wastewater collection system during construction, however no significant impacts to wastewater are expected to occur from capital projects funded by Road Impact Fees. Transportation improvement projects will not introduce new generators of wastewater to the project area. If necessary a portable chemical toilet will be on site for use by construction crews.

Mitigation. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to wastewater and describe appropriate mitigation measures if impacts are identified when more project details are available. There is no indication at this time that the projects would result in impacts to wastewater that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

14. WATER - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Violate any water quality standards?	☐	☒	☐	☐
b) Discharge into surface waters or otherwise alter surface water quality (e.g., turbidity, temperature, dissolved oxygen, etc.)?	☐	☒	☐	☐
c) Change the quality of groundwater (e.g., saltwater intrusion, nitrogen-loading, etc.)?	☐	☐	☒	☐
d) Change the quantity or movement of available surface or ground water?	☐	☐	☒	☐
e) Adversely affect community water service provider?	☐	☐	☒	☐
f) Other: _____	☐	☐	☐	☐

Setting. The topography of the project areas varies from nearly level to moderately sloping. The Salinas River and Toad Creek are the dominant streams in the area, with other smaller tributary streams.

Water Supply

Templeton's water source is from groundwater, Salinas River underflow and reclaimed water. The Templeton Community Services District (TCSD) depends on water from 13 wells that pump water from two groundwater resources: the Atascadero Sub-basin and the Salinas River underflow. The TCSD also has a 240 AFY allocation from the Lake Nacimiento Water Project. According to the 2009-2010 Annual Resource Summary Report prepared by the County Department of Planning and Building, Templeton is at a level of severity I for water supply. Level I occurs when projected water demand over the next nine years equals or exceeds the estimated dependable supply and is the least critical level of concern.

Water Quality
The Salinas River is listed as impaired on the current CWA Section 303(d) List of Water Quality Limited Segment maintained by the Regional Water Quality Control Board due to pH.

Projects involving more than one acre of disturbance are subject to preparing a Storm Water Pollution Prevention Plan (SWPPP) to minimize on-site sedimentation and erosion. When work is done in the rainy season, the County Ordinance requires that temporary sedimentation and erosion control measures be installed during the rainy season.

Impact. Construction of capital improvement projects will involve temporary disturbance, partial or full closure of existing roadways, materials storage, and contractor staging areas. Exposed and freshly disturbed soils, heavy equipment utilizing diesel fuel and hydraulic fluids, and road surface materials all pose a threat to water quality during the construction period. Soil along existing roadways may be exposed during the construction phase of larger capital improvement projects. Adverse water quality impacts could result from the release of fine sediments into any potential nearby creeks or rivers, and the accidental release of petroleum products from construction equipment. Projects such as road widenings will increase the amount of impervious surfaces, and may result in an incremental increase in flood potential, reduction in groundwater recharge and/or direct discharge of pollutants into waterways.

Water may be required during construction for dust control and to achieve compaction specifications. The water requirements for construction will be short term and are expected to be insignificant. Larger scale improvements will be subject to project-specific environmental analysis. Design of these larger scale projects has not been initiated; therefore details are insufficient to identify and describe impacts to water resources. Nonetheless, potentially significant impacts to water resources may be identified in future analyses.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to water resources and describe appropriate mitigation measures if impacts are identified when more project details are available. Listed below are mitigation measures typically used to mitigate impacts to water.

Construction will follow standard drainage, erosion and sedimentation control measures, minimizing impacts to any water resources. Soils exposed during construction will be hydroseeded and planted. In addition to the above-listed Geology and Soils erosion control mitigation measures in Section 6, the following mitigation measures may reduce the potential impacts:

[WR-1] All project-related spills of hazardous materials shall be cleaned up immediately.

[WR-2] On a daily basis, check and maintain all equipment and vehicles that would be operated within the identified work area to ensure proper operation and avoid potential leaks or spills.

[WR-3] Evaluate potential increases in surface water runoff volume for each circulation improvement project with the potential to have significant effects on drainage ways prior to final design approval. If it is found that increased runoff or increased flood hazards will result from the projects, site-specific measures to control runoff (i.e., the use of detention or retention basins, french drains, vegetated swales and medians, or other techniques designed to delay peak flows) shall be implemented.

[WR-4] Direct runoff into subsurface percolation basins and traps that would allow for the removal of sediment, urban pollutants, fertilizers, pesticides, and other chemicals.

[WR-5] Employ best management practices (BMPs) to control the discharge of materials from the site and into creeks and local storm drains. BMP methods may include, but would not be limited to, the use of temporary retention basins, straw bales, sand bagging, mulching, erosion control blankets, soil stabilizers, and native erosion control grass seed.

[WR-6] Incorporate Low Impact Development (LID) techniques, including best management practices (BMPs) and integrated management practices (IMPs), into the roadway improvements. LID techniques that infiltrate, filter, store, evaporate, and detain runoff shall be encouraged in order to reduce stormwater runoff, improve water quality, and increase recharge of the groundwater basin.

[WR-7] Employ porous pavement materials, where feasible, to allow for groundwater percolation.

[WR-8] Thoroughly evaluate the drainage and groundwater recharge characteristics of the area in which a circulation improvement is proposed prior to the finalization of project design. In those instances where the capacity of the existing or planned stormwater drainage systems may be exceeded, identify appropriate site-specific measures to control surface runoff and to detain surface water runoff on-site, if feasible. Based on the results of the drainage/groundwater recharge evaluation, any proposed improvement project shall be designed to minimize the area of impervious surface and to maintain existing drainage/groundwater recharge patterns to the extent practicable.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to water resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

15. LAND USE - ***Will the project:***	**Inconsistent**	**Potentially Inconsistent**	**Consistent**	**Not Applicable**
a) Be potentially inconsistent with land use, policy/regulation (e.g., general plan [county land use element and ordinance], local coastal plan, specific plan, Clean Air Plan, etc.) adopted to avoid or mitigate for environmental effects?	☐	☐	☒	☐
b) Be potentially inconsistent with any habitat or community conservation plan?	☐	☐	☒	☐

15. LAND USE - *Will the project:*	Inconsistent	Potentially Inconsistent	Consistent	Not Applicable
c) Be potentially inconsistent with adopted agency environmental plans or policies with jurisdiction over the project?	☐	☐	☒	☐
d) Be potentially incompatible with surrounding land uses?	☐	☐	☒	☐
e) Other: _____	☐	☐	☐	☐

Setting/Impact. Surrounding uses vary depending on the location. Referrals were sent to outside agencies to review for policy consistencies (e.g., CAL FIRE for Fire Code, APCD for Clean Air Plan, etc.). The projects were found to be consistent with these documents (refer also to Exhibit A on reference documents used). None of the improvement projects are within or adjacent to a Habitat Conservation Plan area. The project is consistent or compatible with the surrounding uses.

The projects are limited to the road and associated work. The projects will be consistent with the surrounding land uses and will facilitate efficient and safe movement of people through the area.

Mitigation/Conclusion. No inconsistencies were identified and therefore no additional measures above what will already be required were determined necessary.

16. MANDATORY FINDINGS OF SIGNIFICANCE - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	☐	☐	☒	☐
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

For further information on CEQA or the county's environmental review process, please visit the County's web site at "www.sloplanning.org" under "Environmental Information", or the California Environmental Resources Evaluation System at: http://www.ceres.ca.gov/topic/env_law/ceqa/guidelines for information about the California Environmental Quality Act.

Exhibit A - Initial Study References and Agency Contacts

The County Planning or Environmental Divisions have contacted various agencies for their comments on the proposed project. With respect to the subject application, the following have been contacted (marked with an ☒) and when a response was made, it is either attached or in the application file:

Contacted	Agency	Response
☒	County Public Works Department	**Proponent**
☐	County Environmental Health Division	**Not Applicable**
☒	County Agricultural Commissioner's Office	**Attached**
☐	County Airport Manager	**Not Applicable**
☐	Airport Land Use Commission	**Not Applicable**
☒	Air Pollution Control District	**In File****
☐	County Sheriff's Department	**Not Applicable**
☒	Regional Water Quality Control Board	**None**
☐	CA Coastal Commission	**Not Applicable**
☒	CA Department of Fish and Game	**None**
☒	CA Department of Forestry (Cal Fire)	**In File****
☒	CA Department of Transportation	**None**
☒	Templeton Community Service District	**No Response**
☒	Other Templeton Area Advisory Group	**Attached**
☐	Other _____	**Not Applicable**

*** "No comment" or "No concerns"-type responses are usually not attached*

The following checked ("☒") reference materials have been used in the environmental review for the proposed project and are hereby incorporated by reference into the Initial Study. The following information is available at the County Planning and Building Department.

☒ Project File for the Subject Application

County documents

- ☐ Airport Land Use Plans
- ☒ Annual Resource Summary Report
- ☐ Building and Construction Ordinance
- ☐ Coastal Policies
- ☒ Framework for Planning (Coastal/Inland)
- ☒ General Plan (Inland/Coastal), including all maps & elements; more pertinent elements considered include:
  - ☒ Agriculture Element
  - ☒ Conservation & Open Space Element (includes Energy, Conservation)
  - ☒ Housing Element
  - ☒ Noise Element
  - ☒ Parks & Recreation Element
  - ☒ Safety Element
- ☒ Land Use Ordinance
- ☐ Real Property Division Ordinance
- ☐ Solid Waste Management Plan
- ☐ Circulation Study
- ☒ Salinas River Area Plan and Update EIR

Other documents

- ☒ Archaeological Resources Map
- ☒ Area of Critical Concerns Map
- ☒ Areas of Special Biological Importance Map
- ☒ California Natural Species Diversity Database
- ☒ Clean Air Plan
- ☒ Fire Hazard Severity Map
- ☒ Flood Hazard Maps
- ☒ Natural Resources Conservation Service Soil Survey for SLO County
- ☒ Regional Transportation Plan
- ☒ Uniform Fire Code
- ☒ Water Quality Control Plan (Central Coast Basin – Region 3)
- ☒ GIS mapping layers (e.g., Biology, geology, streams, slope, fire, hazards, transportation, water, etc.)
- ☐ Other ____

In addition, the following project specific information and/or reference materials have been considered as a part of the Initial Study: N/A

2010 Update, Templeton Circulation Study. County of San Luis Obispo, Department of Public Works. October 2010.

Mitigation Monitoring Plan

The purpose of a Mitigation Monitoring Plan is to provide a program to examine, document and record compliance with the environmental plans and specifications pertinent to the proposed project, in order to comply with Section 21081.6 of the California Environmental Quality Act (CEQA). This plan provides the standards and methods necessary to ensure and document the implementation of the environmental mitigation measures which have been included in the project description as well as with the conditions of approval placed on project permits. Responsibility for ensuring successful implementation of the Mitigation Monitoring Plan lies with the County of San Luis Obispo, as the project proponent and Lead Agency for the project under CEQA.

If the recommended mitigation measures and monitoring plan are implemented successfully, the potential significant adverse effects stemming from project construction will be reduced to a level of insignificance.

Mitigation monitoring will be carried out by the Environmental Programs Division of the County's Department of Public Works. The Environmental Programs Division provides environmental services to the Department of Public Works, including mitigation compliance and monitoring, with CEQA oversight by the County's Environmental Coordinator.

Upon approval of the CEQA document, and issuance of all required permits, the Environmental Programs Division will assign internal responsibility for compliance with each mitigation measure to one or more members of the project team. Responsible parties include the Environmental Programs Division, the Project Manager (PM), the Resident Engineer (RE), and/or on-site monitors.

Mitigation measures are organized into project design, pre-construction, construction, and post construction tasks. Compliance with mitigation measures is documented in the project file through written reports, accompanied by project photos where necessary. Post construction monitoring of revegetation and other project components is documented by yearly reports, on a schedule typically determined by one or more of the project permits. Depending on the complexity of the post construction mitigation effort, tasks will be carried out by county staff or technical experts under contract to the County. Post construction monitoring is typically conducted for three to five years, depending on permit requirements and success criteria.

Where necessary, construction personnel will be required to attend a crew orientation meeting. The meeting will be conducted by the RE and will be used to acquaint the construction crews with the environmental sensitivities of the project site. The orientation meeting shall place an emphasis on the need for adherence to the mitigation measures and permit conditions as well as the need for cooperation and communication among all parties concerned (i.e., RE, Environmental Programs Division, Environmental Coordinator, construction personnel) in working together to solve problems and arrive at solutions in the field.

2010 Update
Templeton Circulation Study

On July 2, 1991 the Board of Supervisors approved the Templeton Circulation Study and adopted a Resolution imposing road improvement fees on new development under the provisions of Ordinance 2379. The Board adopted the most recent update of the Templeton Circulation Study on December 1, 2009.

Building Activity
Since the last update, twelve permits were issued, four for single-family residences, seven for other and one for a retail expansion. The table below shows the number of permits pulled by area and type. The reporting period of this update is from July 1, 2010 through June 30, 2011. No Permits were pulled in Area C.

Permit Type	Area A	Area B
Single Family Residential	3	1
Winery Tasting Rooms and Expansions	0	7
Commercial Retail	1	0

Road Improvement Fund

	Account Balance as of 6/30/10	Fees Collected 2009-2010	Interest Earned 2009-2010	Expenditures 2009-2010
Area A/B	$324,850	$194,410	$2,700	$569,280
Area C	$732,730	$0	$5,030	$25,330

Fee Appeals
There were two Road Improvement Fee appeals since the last update. One involved a fee adjustment for a parcel that was on the border of the fee area, this issue was resolved in the last update and the appeal was upheld because the parcel was outside of the fee area. The other was for a leased building in an industrial neighborhood. The final decision for that appeal was that the new tenant was operating an industrial business and the retail fee that had been applied to it was inappropriate. The property owner had paid the industrial fee at the time the permit was issued.

TRANSPORTATION IMPROVEMENTS
The Templeton Circulation Study contains a list of recommended improvements for several modes of transportation in the community as well as projects from the adopted Capital Improvement Program that are funded through Road Improvement Fees.

PROJECTS

Vineyard Drive Bennett to Main

This project incorporated roadway and bridge widening as well as installing traffic signals at the freeway ramps. Certificates of Participation (COP) were issued to fund the project in 2008. The Templeton Area A/B Account is paying these certificates back and twice-yearly payments are made. If the Templeton A/B Account is not able to make a payment then the County General fund will make the payment and be reimbursed with interest by the Templeton A/B Account at a later time. The initial payments on the COP were made from the Remaining COP Balance but those funds have been spent and the remaining payments will be made from the Area A/B Account. The Templeton A/B Account has made the August 2010 payment and has sufficient funds to make the February 2011 payment.

The total cost of the Certificate of Participation including interest and fees is $13,518,532 million dollars if paid back over the 30 year period. If the COP's are paid off early the interest cost would be lower. To date approximately $1,057,427 has been paid.

The project was completed on September 12, 2009.

Templeton Road Widening

The County had applied for and received a High Risk Rural Roads (HRRR) grant to add shoulders along Templeton Road from South El Pomar to State Highway 41. The project will reduce the number of run off the road collisions along the road and will be built to accommodate the Class II bikeway identified in the Bikeways Plan.

Construction is scheduled for the Spring of 2012.

Main Street Interchange

The Public Works Department is performing preliminary engineering and developing a project scope for modifying the Main Street US 101 interchange to address congestion concerns. The hope is to have a consultant start performing the traffic analysis and preliminary engineering in the next 12 months. After which a PSR would be prepared.

In the meantime the County is preparing an analysis of the intersection using stop signs to help mitigate some of the issues caused by the current congestion. Once this analysis is complete the County will work with CalTrans to implement the proposed plan.

Funding will be from the Roadway Impact Fee Area C Account with the Area A/B share of this phase occurring after the Vineyard Drive COP is paid off. Interim improvement will be funded through a combination of State finds and local gas tax funds.

ROAD IMPROVEMENT FEES

Since the last update, the Caltrans Construction Price index has decreased by 6.8%. This decrease is due to lower than anticipated bid openings throughout the state over the summer. The lower bids appear to be related to the current economic conditions, and the costs of the labor and materials needed for constructing these projects have not decreased. This leads us to believe that the current low construction costs will not continue for the long run. The costs associated with the COP are fixed and would not be reevaluated using this method.

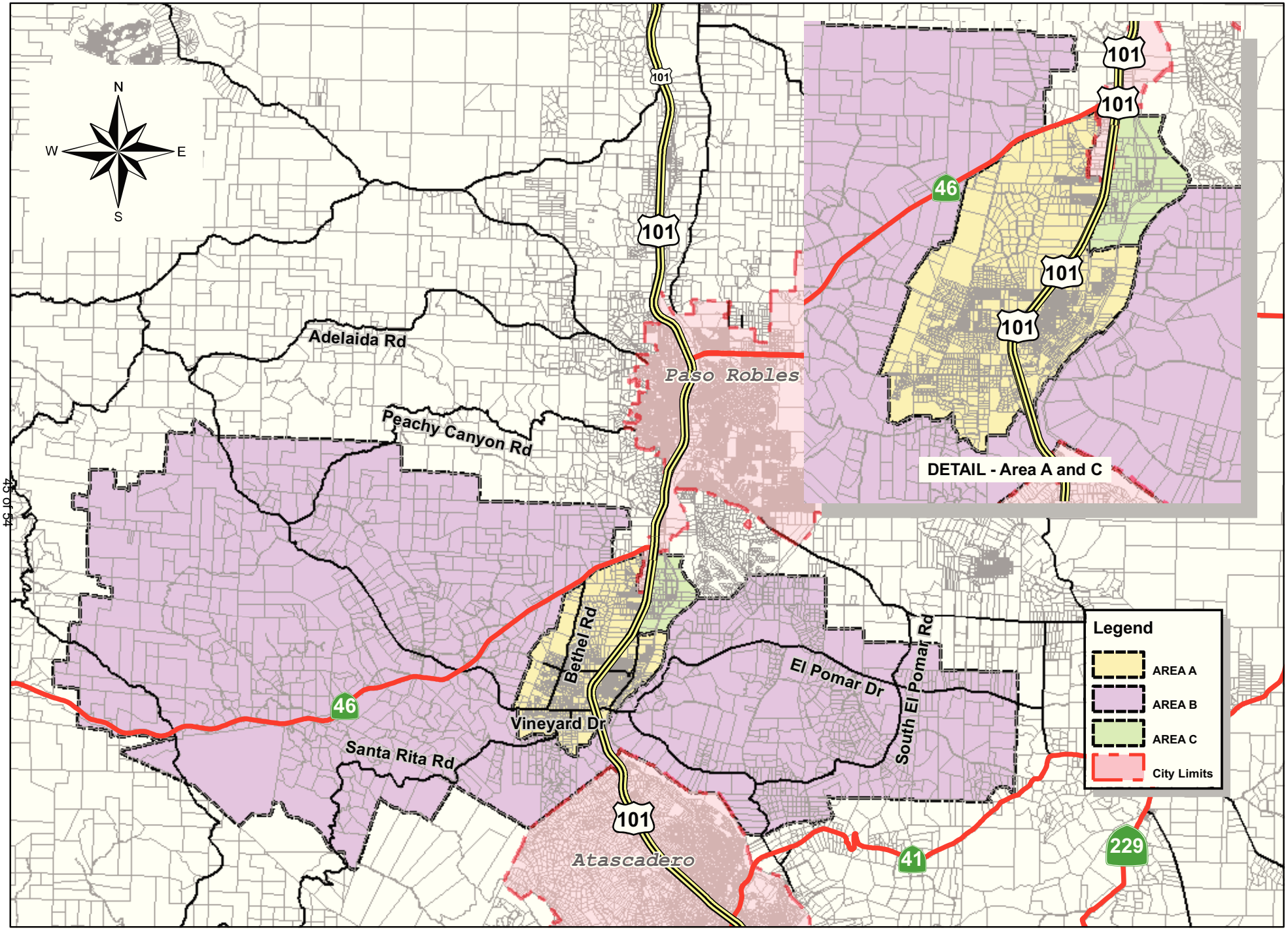
Staff is recommending continuing the fees at their current schedule for this year and

recalculating the fee next year using new cost estimates and the Caltrans Construction Cost Index, (any change based on the index would use the baseline at the time of the 2009 update, which is 253.3 basis points).

The fees are listed in the table below.

Land Use	Current Fee
Templeton Area A	
Residential	$13,921/pht
Retail	$5,061/pht
Other	$7,786/pht
Templeton Area B	
Residential	$10,455/pht
Retail	$4,210/pht
Other	$6,478/pht
Templeton Area C	
Residential	$14,121/pht
Retail	$14,121/pht
Other	$14,121/pht

Attachments
Figure 1 - Map of Study Area
Table A - Capital Improvement Projects Table
Table B - Road Impact Fee Fund Balance



2/01/2010

Templeton Road Improvement Fee Areas

PUBLIC WORKS
GIS SERVICES
SAN LUIS OBISPO COUNTY

Templeton Circulation Study
2009 Update
Appendix B - Capital Improvement Projects

Project Type	Project Type	Location	From	To	Recommended Improvement	Pavement Width	Cost Estimate	Less Existing Deficiencies	Less Other Sources	Less Regional COG	Funding From Impact Fees	Actual Project Cost	Area
Road Improvement Fee Projects													
Circulation Study Updates (previous through 2039)						-	$405,000				$405,000	-	A, B and C
09-01	Interchange Structures	Vineyard Drive	Phase 1 (Bond $)		Debt Service on 09-27 (Bond Repayment w/interest& fees)	-	$13,518,532				$13,066,235	-	A and B
09-02	Interchange Structures	Main Street	Theater Drive	Ramada Drive	Reconfigure & widen interchange (Install signals and/or roundabouts)	-	$15,000,000		$4,185,000	$1,000,000	$9,815,000		A, B, and C
09-03	Interchange Structures	Highway 46	Theater Drive	Ramada Drive	Construct New Bridge	-	$29,600,000		$13,024,000	$9,590,400	$6,985,600		C
09-04	Roadway Extension	Theater Drive	South End	Petersen Ranch Road	3 12' lanes; 2 -5' shoulders	46'	$5,469,000			$1,000,000	$4,469,000		A
09-05	Roadway Extension	"New" Road	Bennett Way	Rossi Rd	Re-route Rossi Road to Bennett Way	40'-46'	$452,000				$452,000		A
09-06	Signal Installation	Intersection	Vineyard Drive	46 West	Install traffic signal and left turn lane	N/A	$802,000		$304,760		$497,240		A and B
09-07	Signal Installation	Intersection	Vineyard Drive	Bethel Road	Install traffic signal and ADA ramps. Left turn lane separate.	N/A	$352,000		$35,200		$316,800		A and B
09-08	Signal Installation	Intersection	Vineyard Drive	Bennett Way	Install traffic signal and ADA ramps	N/A	$338,000				$338,000		A
09-09	Signal Installation	Intersection	Main Street	Gibson Road	Install traffic signal	N/A	$333,000				$333,000		A
09-10	Signal Installation	Intersection	Las Tablas Road	Florence Street	Install traffic signal, ADA ramps, and LTL on Las Tablas	N/A	$494,000				$494,000		A
09-11	Left Turn Lane	Vineyard Drive	Bethel Road	Bennett Way	3-12' lanes; 2-5' shoulder	46'	$791,000		$644,100		$146,900		A and B
09-12	Left Turn Lane	Main Street	Creekside Ranch Road	Highway 101	3-12' lanes; 2-5' shoulder; No Parking	46'	$423,000		$192,000		$231,000		A and B
09-13	Left Turn Lane	Ramada Drive	Main Street	Highway 46	3-12' lanes; 2-5' shoulder; No Parking	46'	$1,798,000				$1,798,000		C
09-14	Left Turn Lane	Theater Drive	Main Street	Paso Robles City Limits	3-12' lanes; 2-5' shoulder	46'	$726,000		$580,000		$146,000		A
						TOTAL	**$70,501,532**	**$0**	**$18,965,060**	**$11,590,400**	**$39,493,775**		**-**
Additional Projects													
09-15	Auxilary Lanes	US 101	Vineyard Drive	Main Street	Construct NB/SB Auxilary Lanes	-	$3,000,000		$3,000,000	?	$0		-
09-16	Interchange Structures	Las Tablas Road	Phase 2		Reconfigure S/B Ramps & Close Duncan Road	-	$1,800,000			$1,800,000	$0		-
09-17	Interchange Structures	Las Tablas Road	Phase 3		Bridge Removal and replacement. Widening of Las Tablas to 5 lanes	-	$15,000,000			$15,000,000	$0		-
09-18	Roadway Extension	Bennett Way	Vineyard Drive	Las Tablas Road	3 -12' lanes; 2 -5' shoulders.	46'	$4,444,000			$4,444,000	$0		-
09-19	Roadway Realignment	Las Tablas Road	Bend	Main Street	3 12' lanes and 2-5' shoulders extend Las Tablas Road to Main	46'	$3,478,000		$3,478,000		$0		-
09-20	Signal Installation	Intersection	Highway 46	Bethel Road	Install traffic signal and left turn lane	N/A	$748,000		$748,000		$0		-
09-21	Safety Enhancement	Bethel Road	Vineyard Drive	Las Tablas Road	Correct existing deficiency	N/A	$879,000	$879,000			$0		-

Templeton Circulation Study
2009 Update
Appendix B - Capital Improvement Projects

Project Type	Project Type	Location	From	To	Recommended Improvement	Pavement Width	Cost Estimate	Less Existing Deficiencies	Less Other Sources	Less Regional COG	Funding From Impact Fees	Actual Project Cost	Area
09-22	Bicycle Enhancements	Various	Bike Lanes per County Bikeways Plan		Class II Bike Lanes	N/A	$3,000,000		$3,000,000		$0		-
09-23	Pedestrian Enhancement	Various	Walkways per Pedestrian Circulation Plan		Concrete or stabilized paths	N/A	$7,000,000		$7,000,000		$0		-
09-24	Trails	Various	per Parks and Recreation Element		Concrete or stabilized paths	N/A	?		?		$0		-
09-25	Transit Amenities	Vineyard Drive	Park & Ride Lot		Construction of lot and shelters	N/A	$300,000		$300,000		$0		-
09-26	Park & Ride Amenities	Las Tablas Road	Park & Ride Lot		Expand existing facility	N/A	$200,000		$200,000		$0		-
					TOTAL		**$39,849,000**	**$879,000**	**$17,726,000**	**$21,244,000**	**$0**		**-**
Completed Capital Improvement Projects													
09-27	Interchange Structures	Vineyard Drive	Phase 1 (Other $)		Widen 3 lanes (Bennett to Main Street) and install signals at ramps. Debt Service 09-01.	48'-60'			$111,414	$1,500,000	$1,037,926	$9,420,261	A and B
09-28	Roadway Closure	Old County Rd	Main Street	Gibson Rd	Close Road	N/A					$0	?	-
09-29	Pedestrian Enhancement	Florence Street	Las Tablas Road	Las Tablas Creek	Low Impact Development	N/A			$688,977		$0	$688,977	-
09-30	Interchange Structures	Las Tablas Road	Phase 1		Open Abutments and create a TWLTL. Install signals at Ramps. PSR costs included.	Varies			$84,000	$150,000	$2,457,853	$2,691,853	A and B
09-31	Roadway Extension	Bennett Way	Las Tablas	Petersen Ranch Road	3 -12' lanes; 2 -5' shoulders. Includes installation of traffic signal at Las Tablas and Bennett Way	46'		$786,000 (developer $)			$1,156,933	$1,942,933	A
09-32	Left Turn Lane	Las Tablas Road	Hwy 101	Bethel Road	Add Center Turn Lane	48'					$312,266	$312,266	A and B
09-33	Pedestrian Enhancement	Las Tablas Road	Pedestrian Crossing		Crosswalk with/median refuge island	10'			$20,000		$0	$20,000	-
09-34	Left Turn Lane	Main Street	Gibson Road	Creekside Ranch Road.	3-12' lanes; 2-5' shoulder; Intermittent Parking;	46'-62'					$170,618	$170,618	A
09-35	Signal Installation	Intersection	Main Street	Vineyard Drive	Install traffic signal	N/A					$105,376	$105,376	A
09-36	Signal Modification	Intersection	Main Street	Vineyard Drive	Modify Signal	N/A					$145,207	$145,207	A
09-37	Transit Amenities	Las Tablas Road	Park & Ride Lot		Construction of lot and shelters	N/A			$250,000		$0	$250,000	-
					TOTAL			**$786,000**	**$1,154,391**	**$1,650,000**	**$5,386,179**	**$15,747,491**	**-**
Deleted Road Improvement Fee Projects													
~~deleted~~		~~Interchange Structures~~	~~Phase 2 Vineyard Drive~~		~~Widen Bridge to 6 lanes. Install signals at Ramps~~								
~~deleted~~		~~La Cruz Way~~	~~South of Cow Meadow~~	~~Calle Propano~~	~~3 12' lanes; 2 -8' shoulders~~								
					GRAND TOTAL		**$126,098,023**	**$1,665,000**	**$37,845,451**	**$34,484,400**	**$44,879,954**		
											Funded from Area A & B		**$20,615,270**
											Funded from Area A (additional)		**$7,810,134**
											Funded From Area C		**$16,454,550**

Area A/B Account Data			
From 7/1/09 to 6/30/10			
Deposits		**Budgeted**	**Actual**
Beginning Balance			$697,028.38
Fees Paid		$300,000.00	$194,412.00
Interest Paid		$20,000.00	$2,695.78
	Subtotal Cash Balance		$894,136.16
Project #	**Description**	**Budgeted**	**Actual**
300134	Vineyard Drive -Bennett to Main	$0.00	$118,069.04
245R12C124	Templeton Traffic Circulation Study	$6,000.00	$15,426.52
	Reimbursed from Area C[1]		($12,702.04)
300150	Main St Hwy 101 PSR/PDS[2]		
-	COP Patments for Vineyard		
	Principal	$130,000.00	$130.00
	Interest	$316,650.00	$316,650.00
	Management	$0.00	$1,858.98
	Total Costs Paid by Account	$452,650.00	$569,284.50
	Ending Cash Balance		$324,851.66

[1] Includes a $9,789 payment to the A/B Account for past year study costs.

[2] This project will ultimatly be paid 50% by Area A/B and 50% by Area C. At this time Area C is paying the initial costs and Area A/B will participate/reimburse area C after the COP is paid.

Area C Account Data			
From 7/1/09 to 6/30/10			
Deposits		**Budgeted**	**Actual**
Beginning Balance			$753,026.35
Fees Paid		$100,000.00	$0.00
Interest Paid		$20,000.00	$5,030.32
	Subtotal Cash Balance		$758,056.67
Project #	**Description**	**Budgeted**	**Actual**
245R12C124	Templeton Traffic Circulation Study		12720.04
	Reimbursed to Area A/B[1]		
300150	Main St Hwy 101 PSR/PDS[2]	$547,042.00	$12,605.95
	Total Costs Paid by Account	$0.00	$25,325.99
	Ending Cash Balance		$732,730.68

[1] Includes a $9,789 payment to the A/B Account for past year study costs.

[2] This project will ultimatly be paid 50% by Area A/B and 50% by Area C. At this time Area C is paying the initial costs and Area A/B will participate/reimburse area C after the COP is paid.

COUNTY OF SAN LUIS OBISPO
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AgCommSLO@co.slo.ca.us

DATE: June 27, 2011

TO: Eric Wier, Environmental Resource Specialist

FROM: Lynda L. Auchinachie, Agriculture Department

SUBJECT 2011 Department of Public Works Transportation and Circulation Studies (1589)

Thank you for the opportunity to review and comment on the 2011 Transportation and Circulation Studies. The studies address the need for capacity related transportation improvements necessary to offset cumulative traffic impacts on community infrastructure that result from new development. The studies identify the location for potential improvement projects and many of the projects are located within agricultural areas. It is not possible to identify project specific impacts based on current information; however, a variety of impacts to agricultural resources and operations may result from the proposed improvements and such potential impacts should be evaluated during subsequent project specific environmental review. Impacts may include, but not be limited to, the following:

- direct and indirect conversion of agricultural resources, including Important Agricultural Soils, to nonagricultural uses
- temporary and/or permanent access limitations to agricultural operations
- necessity for infrastructure relocation
- land use incompatibilities and operational restrictions during construction
- Williamson Act public land acquisition

These comments and recommendations are based on policies in the San Luis Obispo County Agriculture Element, Conservation and Open Space Element, the Land Use Ordinance, the California Environmental Quality Act (CEQA), and on current departmental policy to protect agricultural resources and to provide for public health, safety and welfare while mitigating negative impacts of development to agriculture. If I can be of further assistance, please contact me at 781-5914.

Date: September 9, 2011

To: Eric Wier, Environmental Resource Specialist
Department of Public Works
San Luis Obispo County

From: TAAG Circulation Committee

Subject: New Project Referral dated May 26, 2011;
Templeton Circulation Study, Capital Improvements Projects (CIP) list;
California Environmental Quality Act (CEQA) Review

This is in response to your September 9th deadline for comments.

TAAG Circulation Committee reviewed the referral as it pertains to a CEQA review of the Capital Improvement Projects (CIP) list. The CIP projects will be funded, in various percentage levels from 0% to 100%, from fees collected on new development in the Templeton area. The Templeton area program commenced in 1991. There are six road mitigation fee areas countywide.

The committee offers the following discussion and summary questions:

CAPITAL IMPROVEMENTS
Friends of B Street v. City of Hayward (1980) 106 Cal.App.3d 988 held that governmental capital facilities projects must be consistent with the general plan. [General Plan Guidelines, page 170]

Framework for Planning (Inland) – Circulation Element, Revised May 28, 2009
The Circulation Element states in the Introduction [Page 5-1]

> "This chapter discusses the system-level considerations and terminology that provide the basis for discussion and recommendations in the area plans."

Goal and Objective # 10 [Page 5-2] states,

> "Encourage policies for new development to finance adequate additional circulation and access as a result of increased traffic it will cause."

In conclusion, although revised in 2009, the Circulation Element does not recognize the existence of any Road Impact Fee Programs, apparently leaving the topic up to the area plans.

SALINAS RIVER AREA PLAN, REVISED NOVEMBER 8, 2001 (SRAP)
The SRAP addresses two general topics that we would like to further discuss. First, what is meant by circulation system: second, the Templeton Circulation Study.

Circulation System

"… the pattern of land development is supported by a well-defined system of transportation linkages. Roads, bikeways, airports, railroads and various modes of transportation make up the circulation system." [Page 5-1].

In support of alternate modes of transportation, the SRAP states the following:

- "The county goal to provide convenient and timely public transient for all residents." [Page 5-10]
- "The overall goal for park and ride lots is to increase their numbers throughout the county" [Page 5-13]
- "The goal of this plan and the County Bikeways Plan is to provide a framework for establishment of a safe and efficient bikeway system. [Page 5-13]
- "The County Trails Plan provides a reference for the adopted potential hiking and equestrian trails in the unincorporated areas. [Page 5-13]

Hence a circulation system is more than just roads. It is a collection of linked facilities whose purpose is to serve transportation needs.

Templeton Circulation Study

The only reference in the 2001 SRAP seems to be: "In Templeton, the Templeton Circulation Study monitors traffic patterns annually." There is no mention of the 1991 Board resolution establishing a road impact fee area, The boundaries of which now extend west into the Adelaida Planning Area and east into the El Pomar-Estrella Planning Area. Public Works involvement with transportation matters is not mentioned either.

In addition the Templeton Circulation Study as it exists today seems to play a dual role. The TCS attempts to satisfy the requirement to have a defined "circulation system." More importantly the TCS analyzes road impacts from new development and establishes road impact fees. More details are in the comprehensive 5-year updates; the CIP projects list is an abbreviated overview.

In short, the SRAP Circulation Programs were not amended to include the existence of 1991 Templeton Road Impact Fee program or the possibility that others could be created. For example the road fee program in San Miguel. [Page 5-16]

RESOURCE MANAGEMENT SYSTEM

The county referral states,

> "The Resource Management System (RMS), through the Annual Resources Summary Report, identifies the necessary timetables for making road improvements with timely funding decisions." [Page 2]

Here we note RMS does not evaluate circulation systems as an essential resource. Other modes of transportation are excluded. Therefore the RMS can not be relied on to assess the Templeton circulation system.

Further we believe it is the Templeton Circulation Study that is the source of data used for determining the RMS roads resource, not vice versa. Public Works collects data such as traffic counts, level of service, and anticipated build-out for the TCS. Data needed to calculate the road mitigation fee schedule. TAAG and the community work with Public Works to establish project prior ranking.

IN SUMMARY

1. To be consistent with the General Plan, doesn't the Templeton Circulation Study (and its associated CIP list) have to be recognized in the Circulation Element and /or the Salinas River, Adelaida and El Pomar Estrella Area Plans prior to any other action?

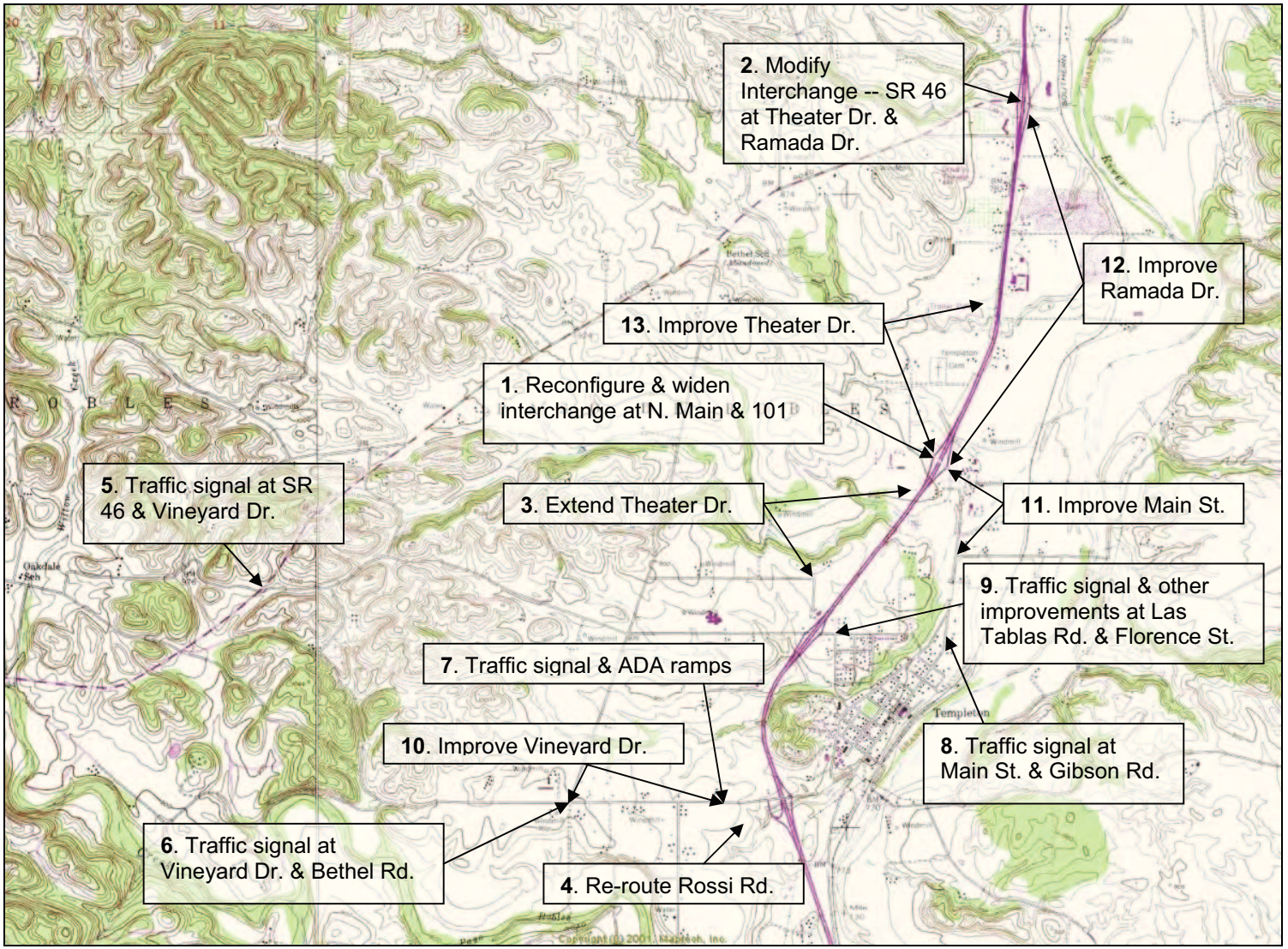
2. Can a CEQA review of the Capital Improvements List (CIP) in the Templeton Circulation Study proceed when there is an inconsistency with the General Plan?

3. What is the relationship between the Templeton Circulation Study and the Resource Management System? Isn't data flowing from the circulation studies such as Templeton's to RMS? Is RMS measuring the correct resource, roads versus circulation system?

4. Assuming inconsistencies are resolved, wouldn't it be reasonable to perform a CEQA review in concert with the mandatory 5-year circulation study update process? Wouldn't this be a relatively simple process as part of periodic routine General Plan Amendments reviewed by the Board?

Please take our comments under consideration as you move forward with this project. We also look forward to hearing from you on our questions.

Dorothy Jennings
TAAG Circulation Committee, chair



Templeton Circulation Study; 245R12C124 Location Map (Source: USGS Templeton & York Mtn. Quads)